

• SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 16, 1871. 545

Number.	District.	Date of return from each district.	Rainfall at under station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Maunbhoom	... Aug. 12th	4.7	Favorable	Generally favorable.	
48	Singhboom	" 12th	2.5	Rainy	Favorable,	
49	Durrung	" 5th	4.8	Variable	Fair.	
50	Nowgong	" 5th	.9	Cloudy	Ous promising ; Amun not very favorable, for want of rain.	Earthquake at 9 $\frac{1}{2}$ P.M., on 30th July 1871.
51	Seobeaugor	" 5th	1.7	Close	Fair, Amun plants being transplanted.	Ditto ditto, followed by a heavy thunder-storm with vivid lightning.
52	Kamroop	" 5th	.9	Gloomy, still, and hot.	Want of rain retards the transplantation of Amun crop.	
53	Luckinpore	" 5th	3.4	Unduly dry and sultry.	No apprehension as regards rice crop.	
54	Khasi and Jynteah Hills.					
55	Naga Hills.					
56	Julipigoree	" 4th	.8	Very hot and dry	Promising, but wants more rain.	
57	Gowalparah	" 7th	.8	Excessively hot and dry.	Amun suffering from want of rain.	
58	Garo Hills	" 5th	1.2	Fair	Good.	
59	Darjeeling	" 5th	2.1	Healthy	Same as last week.	
60	Cooch Behar	" 5th	*	No rain	Fair, if it rains soon.	* No rain-gauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information,

FORT WILLIAM,  
The 15th August 1871.

R. H. WILSON,  
Offg. Under-Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.**

DIVISION.	Stations.	Rainfall from 24th to 30th July 1871.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	4.40	0.80	39.28	6th Aug. 1871.	
	Jail ...	3.48	0.99	34.71	ditto.	
	False Point ...	9.60	Not received	34.90	30th July 1871.	
	Jajipore ...	10.84	ditto	51.66	ditto.	
	Kendraparah ...	0.10	ditto	27.70	ditto.	
	Jugutisingpore ...	2.10	ditto	30.23	ditto.	
	Sumbulpore ...	3.96	ditto	25.77	ditto.	
	Balaore ...	8.60	2.43	36.49	6th Aug. 1871.	
	Bhuddruck ...	3.12	2.19	36.48	ditto.	
	Pooree ...	2.61	1.09	34.19	23rd July 1871.	
CHOTA NUGORE.	Khoordah ...	Not received	Not received			
	Hazareebagh ...	1.86	3.01	24.14	6th Aug. 1871.	
	Burhee ...	3.88	1.86	26.92	ditto.	
	Pachamba ...	3.00	4.32	33.66	ditto.	
	Ranchee ...	3.12	3.49	35.77	ditto.	
	Palamow ...	3.70	0.63	30.08	ditto.	
	Purulia ...	4.87	2.91	38.02	ditto.	
	Gobindpore ...	2.61	2.93	25.51	ditto.	
	Chyebhassa ...	3.11	1.60	30.07	ditto.	
	Patna ...	0.10	1.47	32.32	ditto.	
PATNA.	Behar ...	2.20	2.59	35.33	ditto.	
	Barh ...	1.83	0.83	23.09	ditto.	
	Dinapore ...	0.05	1.30	27.28	ditto.	
	Gya ...	1.02	1.25	22.77	ditto.	
	Sherghatty ...	1.65	1.44	25.34	ditto.	
	Nowadah ...	1.60	1.60	18.16	ditto.	
	Arungabad ...	2.00	2.67	21.77	16th July 1871.	
	Chumparan ...	Not received	Not received	25.31	6th Aug. 1871.	From 5th June.
	Bettiah ...	2.42	0.30	31.80	ditto.	
	Chuprah ...	0.52	0.13	27.67	30th July 1871.	
BENGALURON.	Sewan ...	0.16	Not received	32.68	6th Aug. 1871.	
	Mozufferpore ...	1.80	Nil	41.71	ditto	Not received 15th to 21st May.
	Durbhangah ...	0.42	2.39	29.46	ditto.	
	Seetamaroo ...	1.80	0.60	27.59	ditto	Not recorded 6th to 19th March.
	Tajpore ...	1.70	0.95	26.52	ditto	From 1st April.
	Mudhubhani ...	1.76	0.29	18.75	ditto	From 22nd May.
	Hajipore ...	0.78	1.41	26.46	ditto.	
	Arrah ...	0.33	1.09	37.65	ditto.	
	Buxar ...	1.30	1.90	23.96	ditto.	
	Sasseram ...	2.64	1.60	33.67	ditto.	
RAJASTHAN.	Bhubhoorah ...	0.68	1.18			
	Benares ...	3.30	Not received	25.63	30th July 1871.	
	Bhangulpore ...	4.63	2.41	25.11	6th Aug. 1871.	
	Mudheypoorah ...	1.05	Not received	27.05	30th July 1871	Not received 10th to 16th July.
	Banksa ...	0.68	ditto	27.14	ditto.	
	Monghyr ...	4.26	0.61	32.14	6th Aug. 1871.	
	Jamoote ...	3.02	0.74	31.43	ditto.	
	Begooarsi ...	4.79	0.12	26.82	ditto.	
	Deoghat ...	2.73	3.78	30.85	ditto.	
	Jauntara ...	4.00	3.30	40.38	ditto	From 13th Feb.
BUNYAN.	Rajmehal ...	1.90	0.50	38.30	ditto	From 12th Feb.
	Pakour ...	2.30	1.90	25.20	ditto	From 21st May.
	Purneah ...	2.62	3.37	40.57	ditto	From 12th June.
	Kishengunge ...	1.64	3.92	32.51	ditto	From 26th June.
	Arraria ...	2.36	0.30	27.68	ditto	
	Rampore Beauleah ...	0.48	7.09	47.85	ditto.	
	Nattore ...	0.39	4.20	52.30	ditto.	
	Bograb ...	0.12	0.28	59.98	ditto.	
	Dinagepore ...	0.12	3.35	46.17	ditto.	
	Maldah ...	1.01	2.60	81.94	ditto.	
JEHANABAD.	Berhampore ...	1.73	4.21	41.41	ditto.	
	Jungipore ...	0.54	4.18	38.93	ditto.	
	Lalbagh ...	0.93	2.84	32.72	ditto	From 16th Jan.
	Jumokandi ...	Not received	Not received	25.08	23rd July 1871	From 17th April.
	Pubna ...	5.19	7.81	50.78	6th Aug. 1871.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	Not recorded from 1st May.
	Serajunge ...	1.09	0.92	52.62	6th Aug. 1871.	
	Bangpore ...	1.10	0.90	61.70	ditto.	From 22nd Jan.
	Bhowanigunge ...	0.85	0.92	45.30	ditto	
	Titalya ...	1.88	1.80	43.82	ditto.	
Burdwan.	Burdwan ...	2.29	2.78	85.78	ditto.	
	Cotwa ...	1.99	4.75	37.57	ditto.	
	Culna ...	3.90	2.67	43.84	ditto.	
	Bood-Bood ...	1.77	2.74	37.58	ditto.	
	Bansorai ...	2.44	2.98	40.02	ditto.	
	Raneegunge ...	2.98	1.95	32.20	ditto.	
	Sooree ...	3.39	3.46	31.77	ditto.	
	Hooghly ...	5.60	4.90	49.27	ditto.	
	Serampore ...	4.37	4.18	31.20	ditto	From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	28th July 1871	From 21st April, and not received 10th to 16th July.
Howrah.	Howrah ...	3.59	5.22	67.22	6th Aug. 1871.	
	Midnapore ...	2.74	4.16	45.18	ditto.	
	Contai { Dy. Collr.'s Office ...	3.65	2.16	43.71	ditto.	
	Eng'r. s Office ...	4.15	2.35	51.72	ditto.	
	Gurbeta ...	3.59	0.85	39.85	ditto	From 6th Feb.
Tamluk.	Tamluk ...	Not received	Not received	40.18	16th July 1871.	

Divisions	Stations.	Rainfall from 24th to 30th July 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS
			Rain.	Up to date.	
PUNJAB.	Kishnaghur	4.52	Not received	37.54	30th July 1871.
	Bongong	3.24	ditto	45.42	ditto.
	Ranaghat	2.24	ditto	37.21	ditto.
	Maherpore	4.24	ditto	33.45	ditto.
	Choadangah	4.10	ditto	50.95	ditto.
	Kooshtekh	2.20	1.58	54.11	6th Aug. 1871.
	Jessore	4.43	0.78	55.90	ditto.
	Khoonah	4.22	1.00	48.51	ditto.
	Jemidah	6.61	1.65	60.10	ditto.
	Nurail	3.78	1.07	44.59	ditto.
	Mugnorah	1.41	0.04	29.07	ditto.
	Bagirhaut	3.67	3.53	51.42	ditto.
	Saugor Island	5.30	1.60	57.90	ditto.
	Calcutta	4.05	3.70	66.33	ditto.
	Alipore { Jail	0.99	3.09	71.15	ditto.
	Hospital...	7.05	2.79	70.04	ditto.
	Barrackpore	5.16	3.37	65.24	ditto.
	Dum-Dum	2.77	2.03	48.15	ditto.
	Baraaset	3.79	5.36	47.91	ditto.
	Satkherah	1.71	2.80	52.51	ditto.
DACC.	Busseerhaut	2.51	2.98	52.56	ditto.
	Diamond Harbour	3.09	2.27	61.23	ditto.
	Barripore	4.18	2.91	61.68	ditto.
	Dacca { Telegraph Office	2.31	2.19	65.75	ditto.
	{ Jail	1.70	1.90	62.50	ditto.
	Burrisatul	4.04	1.55	62.92	ditto.
	Dowlat Khan	3.11	3.14	63.10	ditto.
	Perozepore	2.21	2.48	55.10	ditto.
	Madariapore	3.63	2.02	49.09	ditto.
	Furreedpore	4.01	1.40	63.37	ditto.
CHITTAGONG.	Goulundo	2.47	Not received	32.01	30th July 1871.
	Mymensing	0.57	2.26	72.11	6th Aug. 1871.
	Jamalpore	0.24	0.95	47.52	ditto.
	Atteah	1.16	0.25	75.67	ditto.
	Kishoregunge	1.63	1.27	73.12	ditto.
	Sylhet	7.20	1.08	83.98	ditto.
	Cachar	2.31	1.83	59.39	ditto.
	Hylakandy	3.24	Not received	57.01	30th July 1871
	Koyah	2.73	ditto	56.76	ditto.
	Chittagong { Telegraph Office	8.50	2.70	68.48	6th Aug. 1871.
COOCH BEAR.	{ Jail	4.43	2.77	75.73	ditto.
	Cox's Bazar	7.25	Not received	111.20	30th July 1871.
	Rangamata Hill	1.20	ditto	63.38	ditto.
	Noakhally	5.14	4.88	79.80	6th Aug. 1871.
	Tipperah	2.10	3.65	69.85	ditto.
	Brahmaubariah	2.07	Not received	70.10	30th July 1871.
	Akyab	11.60	2.70	137.10	6th July 1871.
	Buza	4.73	4.84	118.13	ditto.
	Gowalparah	0.50	1.05	66.57	ditto.
	Dhoobree	Nil	1.20	42.81	ditto.
ASAM.	Tura (Garo Hills)	2.86	Not received	67.23	30th July 1871.
	Darjeeling { Telegraph Office	Not received	ditto	34.90	30th June 1871.
	Hospital	1.72	2.20	87.33	6th Aug. 1871.
	Rungbes	Not received	Not received	50.50	30th June 1871.
	Falacottah	1.00	0.98	43.97	6th Aug. 1871.
	Julpigooree	0.93	0.23	58.37	ditto.
	Boda	0.59	Not received	41.25	30th July 1871.
	Tespose	2.49	4.76	66.56	6th Aug. 1871.
	Nowgong	5.84	Not received	53.27	30th July 1871.
	Mungledye	2.13	ditto	42.87	ditto.
CALCUTTA,	Burpettah	0.80	ditto	53.27	ditto.
	Gowhatta	Nil	1.29	39.03	6th Aug. 1871.
	Seebasugor	2.63	Not received	66.04	30th July 1871.
	Jorahaut	2.91	ditto	57.00	ditto.
	Golaghata	7.07	ditto	70.07	ditto.
	Nazeerah	1.03	ditto	62.48	ditto.
	Debrooghur	2.24	ditto	68.86	ditto.
	Suddya	Not received	ditto	57.79	23rd July 1871.
	Shillong	3.98	ditto	44.80	30th July 1871.
	Cherrapoonjee	8.99	3.69	206.54	6th Aug. 1871.
The 12th August 1871.	Jowni	2.48	Not received	75.85	30th July 1871.
	Samoogoodting	Not received	ditto	29.46	23rd July 1871.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

## Meteorological Telegraphic Report for the period 6th to 12th August 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.			Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.	Direction.		Velocity.	Velocity.			
CALCUTTA.	Augt.	10	29.665	29.583	88.7	82.5	81	E N E	...	...	0.70	K	Scuds from E by N
		16	29.462	29.480	88.7	81.2	80	N by E	...	0.33	K, C		
	7th	10	29.498	29.514	85.0	81.8	87	E N E	...	0.04	C		
		16	29.371	29.389	87.8	84.0	85	N E	...	0.13	K, N	Scuds from E N E	
	8th	10	29.424	29.442	82.6	81.5	95	E by S	...	0.09	....		
		16	29.359	29.377	81.0	80.0	95	S E	...	0.08	....	o, d, scuds from S E	
	9th	10	29.477	29.495	84.8	82.8	91	S E	...	0.56	....	o	
		16	29.406	29.424	82.5	81.0	93	S E	...	0.03	K, C		
	10th	10	29.496	29.514	84.6	81.8	87	S E	...	0.53	K		
		16	29.419	29.437	86.4	83.0	85	S E	...	0.40	K		
	11th	10	29.516	29.534	85.3	81.5	83	E	...	0.03	K		
		16	29.441	29.459	82.6	80.5	91	S	...	0.53	K		
SAUGOR ISLAND.	10th	10	29.506	29.524	85.2	83.0	91	E by N	...	0.40	C, K		
		16	29.392	29.412	84.2	82.2	91	E by N	...	0.40	C, K		
	6th	10	29.570	29.576	84	82	91	W N W	9.1*	0.20	N	b, p	
		16	29.466	29.472	87	82	79	N W	13.3*	0.70	N	b, p, v	
	7th	10	29.466	29.472	87	82	79	N	18.3*	0.60	N	b, p, v	
		16	29.318	29.334	84	81	87	W N W	19.8*	0.90	N	o, p, w	
	8th	10	29.429	29.435	85	83	91	W N W	24.0*	4.20	N	o, u, z	
		16	29.377	29.383	83	81	91	S	24.0*	0.20	N	b, w	
	9th	10	29.483	29.495	86	82	83	S S W	12.3*	0.10	N	b, v	
		16	29.410	29.416	84	82	91	S S E	14.2*	...	N	o, u	
	10th	10	29.494	29.500	86	82	83	E S E	7.6*	0.60	N	b, v	
		16	29.419	29.415	85	82	87	S E	13.4*	...	N	b	
	11th	10	29.496	29.502	87	83	88	N E	10.3*	0.10	N	b, u, v	
		16	29.414	29.450	83	82	95	E	8.2*	0.40	N	b, v, w	
CHITTAGONG.	12th	10	29.509	29.575	83	81	91	N N W	5.1*	1.10	N	o, v, w	
		16	29.382	29.388	86	82	87	N W	7.2*	1.20	N	b, p, n	
	6th	10	29.518	29.627	87	81	76	N E	4.0*	1.90	CK, C	b	
		16	29.439	29.547	86	80	76	S E	11.1*	...	K, KS	b	
	7th	10	29.544	29.651	83	80	87	E S E	6.6*	...	KS	b	
		16	29.444	29.553	83	80	87	S E	11.4*	0.10	K, KS	p, u	
	8th	10	29.514	29.654	85	81	88	S E	7.9*	...	CS	o	
		16	29.437	29.546	82	80	91	S E	10.8*	0.10	KS	v	
	9th	10	29.534	29.644	85	80	79	S E	6.2*	...	K	b	
		16	29.419	29.518	85	82	87	S S W	11.3*	0.10	CS	b, v	
	10th	10	29.502	29.611	87	81	76	E S E	7.4*	...	N	d, u	
		16	29.412	29.621	83	80	87	S W	12.0*	...	CS	b, v	
	11th	10	29.489	29.607	87	83	83	E	4.5*	0.30	C, CS	b, v	
		16	29.447	29.658	82	80	91	S E	8.1*	0.10	KS	p, t	
MADRAS.	12th	10	29.544	29.654	84	80	83	S E	6.3*	0.10	KS, K	w	
		16	29.454	29.663	84	81	87	S E	12.7*	0.10	KS	p, g	
	6th	10	29.703	29.823	92	75	42	W S W	13*	...	....	b	
		16	29.609	29.639	97	77	37	W S W	9*	...	....	b	
	8th	10	29.734	29.761	88	75	52	S W	15*	0.16	....	b	
		16	29.670	29.700	91	75	44	S by E	7*	...	....	b	
	7th	10	29.759	29.789	90	75	47	S W by W	15*	...	....	b	
		16	29.683	29.713	86	77	64	S S E	7*	...	....	o	
	8th	10	29.792	29.822	88	75	52	S W	13*	0.02	....	b	
		16	29.682	29.712	93	74	37	W	7*	...	....	o	
	9th	10	29.789	29.819	91	76	47	S W by W	11*	...	....	m	
		16	29.681	29.711	88	78	62	E by N	10*	...	....	b	
	10th	10	29.704	29.834	91	76	47	S W	11*	...	....	b	
		16	29.619	29.640	97	77	87	S W	12*	...	....	b	
CUTTACK.	11th	10	29.701	29.701	87	76	58	S W	11*	0.34	....	b	
		16	29.641	29.671	95	78	44	S W	10*	...	....	b	
	6th	10	29.578	29.661	81	79	91	N N W	0.2*	0.30	N	b, d	
		16	29.488	29.571	80	77	86	N W	0.3*	...	N	d, o	
	7th	10	29.533	29.610	79	77	90	W S W	0.6*	0.30	N	o, v	
		16	29.430	29.513	79	77	90	S W	0.4*	...	N	d	
	8th	10	29.515	29.598	77	77	100	S W	0.3*	1.50	N	p	
		16	29.415	29.497	83	79	83	W S W	0.7*	...	N	o	
	9th	10	29.465	29.547	83	79	83	W S W	0.3*	0.20	KS, N	o	
		16	29.380	29.402	86	79	71	W N W	0.6*	...	N, C	o	
	10th	10	29.458	29.540	83	79	83	W	0.4*	...	KS, N	cloudy	
		16	29.377	29.459	87	81	78	W	0.6*	...	KS, N	o, g	
AKTAB.	11th	10	29.505	29.587	83	79	83	W N W	0.3*	...	N	c	
		16	29.408	29.515	84	80	83	W	0.4*	...	N, C	g	
	12th	10	29.546	29.623	81	78	86	W	0.3*	1.60	N	v, d	
		16	29.440	29.523	80	78	91	W S W	0.4*	...	N	d	
	6th	10	29.610	29.655	81	78	86	S W	2	0.20	KS, N	d	
		16	29.558	29.571	83	79	83	S S W	2	...	K, KS	d	
	7th	10	29.653	29.668	80	78	91	S	1	0.80	KS	d	
		16	29.579	29.604	82	80	91	S S W	1	0.60	K, KS	o	
	8th	10	29.668	29.683	82	79	87	S S W	1	0.20	K, CK, KS	o	
		16	29.589	29.604	82	78	82	S S W	1	...	C, K, KS	g	
	9th	10	29.633	29.648	80	78	91	S S E	1	0.70	KS, N	r	
		16	29.531	29.540	81	78	86	S	1	0.10	C, CK, K, KS	b	
	10th	10	29.586	29.601	83	79	83	S S E	1	...	C, S, K, CK	b	
		16	29.470	29.491	83	79	83	S S W	1	...	C, S, K	g	
	11th	10	29.579	29.594	82	79	87	S	1	0.50	KS	r	
		16	29.519	29.534	81	79	91	W S W	1	0.50	KS, N	r	
	12th	10	29.673	29.688	84	80	83	S S W	2	1.20	K, CK, KS	b	
		16	29.586	29.601	83	79	83	S S W	1	0.10	C, K, CK	b	

\* Velocity of wind in miles per hour.

HENRY F. BLANFORD,  
Meteorological Reporter to the Government of Bengal.CALCUTTA,  
The 12th August 1871.

**Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,**  
**DURING THE HALF MONTH 16TH TO 30TH JUNE 1871.**  
*N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.*

STATIONS.	BAROMETER.				THERMOMETER.				HUMIDITY.				RAINFALL.			
	MEAN OF 16 hours.		MEAN OF 24 hours.		MEAN OF 16 hours.		MEAN OF 4 hours.		MEAN OF 16 hours.		MEAN OF 4 hours.		MEAN OF 16 hours.		MEAN OF 24 hours.	
	Mean.	Range.	Mean.	Range.	Mean.	Range.	Mean.	Range.	Mean.	Range.	Mean.	Range.	Mean.	Range.	Mean.	Range.
Port Blair	110		29.688		29.746	29.826	120	130°5	105°0	105°0	88°5	92°1	91°7	93°5	13°0	23°d
Mairas	97		29.504	28.640	29.604	29.674	99.597	109	118°5	118°5	83°6	86°3	87°3	87°8	80.3	80.3
Vilagapatana	31		29.640	29.601	29.674	29.604	29.679	97.3	...	...	82°6	82°6	82°3	82°3	85.7	11.1
Akyab	15		29.640	29.601	29.674	29.604	29.588	97.5	...	...	76.4	80.3	80.3	80.4	80.4	80.4
Palse Point	187		29.551	29.537	29.681	29.510	98.3	104.4	104.0	104.0	86.0	86.2	86.3	86.3	86.3	86.3
Cuttack	80		29.472	29.465	29.505	29.472	29.547	97.3	128°2	128°2	86.0	91.9	13.9	13.9	87.0	21.5
Sensor Island	6		29.514	29.491	29.545	29.478	29.551	98.1	139°6	139°6	78.0	83.3	83.3	83.3	83.3	24.4
Chittagong	108		29.514	29.477	29.554	29.473	29.551	98.5	133.1	133.1	98.0	154.0	154.0	154.0	154.0	154.0
Calcutta	1871		29.501	29.478	29.537	29.452	29.538	98.3	143.7	143.7	10.0	16.0	16.0	16.0	16.0	16.0
Jessore	97		29.508	29.488	29.541	29.458	29.543	98.3	140.3	140.3	94.0	97.1	97.1	97.1	97.1	97.1
Dacca	85		29.511	29.494	29.550	29.459	29.542	99.1	147.0	147.0	15.0	27.7	27.7	27.7	27.7	27.7
Cachar	88.91		29.491	29.440	29.535	29.440	29.525	97.7	149.9	149.9	12.5	12.5	12.5	12.5	12.5	12.5
Hazaribagh	2,014		27.516	27.492	27.544	27.474	27.648	107.0	148.7	148.7	11.1	73.0	78.4	78.4	82.1	82.1
Berhampore	80		29.422	29.408	29.468	29.381	29.455	107	138.0	138.0	15.0	93.5	93.5	93.5	93.5	93.5
Oya	400		29.122	29.086	29.181	29.057	29.164	112	144.7	144.7	15.0	158.0	158.0	158.0	158.0	158.0
Patna	178		29.286	29.245	29.343	29.231	29.326	112	148.1	148.1	10.0	16.0	16.0	16.0	16.0	16.0
Monghyr	160.4		29.316	29.292	29.353	29.247	29.358	106	151.9	151.9	15.0	150.0	150.0	150.0	150.0	150.0
Darjeeling	6,945		23.220	23.199	23.246	23.199	23.246	124.2	24.1	24.1	11.1	59.6	61.1	61.1	62.5	62.5
Gadipatna	388		29.136	29.128	29.174	29.059	29.185	105.5	161.2	161.2	21.0	108.6	12.2	12.2	62.7	62.7
Shillong	4,702		26.034	25.023	26.001	24.991	25.087	98.7	139.3	139.3	24.0	108.5	108.5	108.5	108.5	108.5
Benares	29374		29.220	29.200	29.265	29.184	29.248	98.1	135.4	135.4	10.0	92.7	10.0	10.0	82.4	82.4
Roorkee	8707		28.611	28.585	28.660	28.584	28.614	97.8	128.0	128.0	10.0	139.0	78.1	78.1	80.9	80.9

## CALCUTTA—JUNE 1871.

Mean Barometric pressure of 16 years ... 29.543  
 Ditto ditto of 1871 ... 29.622  
 Defect in 1871 ... .021

Mean temperature of 16 years ... 29.543  
 Ditto ditto of 1871 ... 29.622  
 Excess in 1871 ... .021

Absolute range of 16 years ... 29.543  
 Ditto ditto of 1871 ... 29.622  
 Defect in 1871 ... .021

Mean humidity of 16 years ... 84.9  
 Ditto ditto of 1871 ... 82.8  
 Excess in 1871 ... 2.1

Mean rainfall of 16 years ... 12.64  
 Actual fall in 1871 ... 25.35  
 Excess ... 12.71

**HENRY F. BLanford,**  
*Meteorological Reporter to the Govt. of Bengal.*

**CALCUTTA,**  
*The 14th August 1871.*

*Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.*

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	29.718	88.6	65	S 19° W
Madras	29.696	89.1	78	S 72° W
Vizagapatam	29.655	89.3	68	S 19° W
Akyab	29.670	84.8	68	S 76° W
False Point	29.554	83.5	75	S 49° W
Cuttack	29.520	84.7	70	S 17° W
Saugor Island	29.626	80.6	75	S 52° E
Chittagong	29.519	82.9	68	S 6° W
Calcutta	29.536	82.1	71	S 30° E
Jessore	29.547	82.7	79	S 23° E
Dacca	29.583	83.3	24	S 39° W
Cachar	29.475	84.1	44	S 13° E
Hazreechah	29.504	84.0	27	S 58° E
Berhampore	29.504	85.8	56	S 75° E
Gya	29.468	85.1	62	N 83° E
Patna	29.477	84.6	50	S 75° E
Monghyr	29.550	84.1	50	S 15° E
Darjeeling	29.528	81.9	20	S 68° E
Gowalparah	29.525	84.4	45	S 35° W
Shillong	29.499	85.0	27	S 34° E
Benares	29.481	80.5	87	S 46° E
Koorkee				

## NOTE.

*Barometric Pressure.*—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

*Temperature.*—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

*Wind Direction.*—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,  
The 11th August 1871.

HENRY F. BLANFORD,  
*Meteorological Reporter to the Govt. of Bengal.*

**Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th August 1871.**

Month.	Date.	Mean reduced barometer. Inches.	THERMOMETER.				Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.				GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.	Prerailing direction.					Max. pressure.	Daily velocity.	Rain.	Moon's phases.	
August...	8th	29.407	88°0	80°5	... O	82°1	80°7	79°7	0°93	E & S E	1°6	2723	0°30	C	Overcast. Lightning on N. W. at 8 P.M. Slight rain after intervals.
	9th	'444	88°0	80°5	133°0	82°6	81°1	80°0	'92	S E & S S E	...	2403	0°56	...	Overcast and cumuli. Thunder at 12½ A.M. and 3 P.M. Lightning at 8 and 9 P.M. Rain at midnight, 1, 3, 8 A.M., 1 and 3 P.M.
	10th	'465	89°6	80°5	149°2	83°8	81°1	79°2	'86	S E & E S E	...	1811	0°03	...	Overcast, cumuli, and cumulon. Thunder at 12½ A.M. Lightning at 7, 9, and 11 P.M. Light rain at 2 A.M. and 3 P.M.
	11th	'482	91°3	80°5	144°6	83°4	81°1	79°5	'88	S S E, E & S	...	1814	0°53	...	Stratoni and cumuli. Thunder at 4 and 5 P.M. Lightning at midnight, 4½ A.M., 8 and 9 P.M. Rain at 7 and 8 A.M. and 2 P.M.
	12th	'484	87°0	81°0	129°7	83°2	81°2	79°8	'90	E by S, E N E & E by N	...	1453	0°60	...	Chiefly cumuli. Lightning at midnight, 1 A.M., 7 and 8 P.M. Rain at 6½, 9½, 11, 12½ A.M., 1½ and 5 P.M.
	13th	'483	86°2	80°7	138°2	82°8	80°6	79°1	'89	S by E, S S E & S	...	2027	0°25	...	Overcast and clouds of different kinds. Slight rain at 4, 5½, 10, 11 A.M., 1, 4, and 5 P.M.
	14th	'560	88°2	81°0	152°0	83°8	81°5	79°0	'88	S by E & S	...	2352	...	...	Chiefly stratoni. Lightning on W. at 5 A.M. Drizzled at 8 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10·8
The max. temperature during the past seven days	...	91·3
The max. temperature during the corresponding period of the past year	...	91·8
The mean humidity during the past seven days	...	0·89
The mean humidity during the corresponding period of the past year	...	0·85
	Inches.	
The total fall of rain from 8th to 14th	... { by lower rain gauge	2·27
	... { by anemometer gauge	1·97
Ditto ditto average of seventeen previous years	...	3·20
Ditto between the 1st January and the 14th August	...	69·94
Ditto ditto ditto ditto, average of seventeen previous years...	44·00	

GOPEENNAUTH SEN,  
*In charge of the Observatory.*

The 15th August 1871.

# GOVERNMENT OF BENGAL.

PUBLIC WORKS DEPARTMENT

Irregular Branch.

*Irrigation Operations of Lower Bengal up to 31st May 1871.*

The 6th July 1871.

**T. M. KIRKWOOD, C.S.,**  
*Canal Revenue Superintendent, Bengal.*

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Talindah Canal during the month of March 1871.*

LENGTH OF CANAL OPEN, 7 MILES.

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				
		Approximate value of cargo. Mands.	Ton- age. Tons.	Tollage. Ton- miles. Tons.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo. Mands.	Ton- age. Tons.	Tollage. Ton- miles. Tons.	Number of boats.	Nature of traffic.	Tonnage, Value of traffic.	Tonnage, Ton- miles.	Tollage.
15 Paddy	Rs. As. P. 4,500 0 0	4,026	11 9 1	36	Laterite stone	Rs. As. P. 78,440	74,626	166 9 0	63	Local lrr. works	Rs. 8,980	373	1,860	25 15 6
1 Salt	1,100 0 0	250	0 10 0	16	Ghooling Lime	9,453	8,528	31 6 1	52	Local lrr. works	82,898	2,970	41,720	207 14 1
2 Sundries wood	430 0 0	264	0 10 2	16						Timber		***	***	***
4 Straw	940 0 0	692	1 11 9	11								***	***	***
1 Fuel	210 0 0	117	0 4 8	8								***	***	***
3 Gums	500 0 0	230	0 9 2	2								***	***	***
2 Lime	500 0 0	450	1 2 0	0								***	***	***
4 Table, &c.	800 0 0	808	0 12 3	3								***	***	***
81 Empty	.....	3,464	8 10 5	52								***	***	***
<b>62</b>	<b>8,880 0 0</b>	<b>10,391</b>	<b>372</b>	<b>1,680</b>	<b>25 16 6</b>	<b>62</b>	<b>62,988</b>	<b>83,164</b>	<b>2,970</b>	<b>41,920</b>	<b>207 14 1</b>	<b>114</b>	<b>3,342</b>	<b>43,680</b>
												<b>91,811</b>	<b>3,342</b>	<b>236 5 4</b>

*N.B.—For other statements for March 1871, see supplement to the Calcutta Gazette of the 21st June 1871.*

The tonnage shown is  
that of the boats and  
not of the cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Kendrapurah Canal during the month of May 1871.*  
 DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
Nature of cargo.	Approximate value of cargo.	Tonnage.	Mounds.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Mounds.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Mounds.	Nature of traffic.	Tonnage.	Ton milesage.	Total weight.
Paddy	Rs. 4,127	8,254	***	Paddy	Rs. As. P. 21,318	42,636	***	Beams	Rs. As. P. 639 2	0	161	Local	Rs. 36,003	782	14,592
Passenger	1,110	1,400	***	Rice	5,612	6,6512	***	Gyles	72 14	7 7	363	Through	1,34,019	3,216	1,28,640
Rice	1,407	1,400	***	Oil cake	1,522	4,5037	***	101 4	8 3	0	0	Through	1,336	481	17,057
Grain	999	909	***	Passenger	7,014	6,717	***	Firewood	734	6,008	68	Irr. and Local	68	98 5 0	179 5 4
Jaggery	29,470	5,814	***	Spices	33,585	6,717	***	Passenger	46	585	***	Local	***	***	***
Empty	4,163	***	***	Caster seeds	9,352	4,676	***	Empty	***	1,001	15 0	Through	***	***	***
***	***	***	***	Hides	45,900	4,590	***	***	60 0	15 15	0	Local	***	***	***
***	***	***	***	***	***	***	***	***	67 14	10,47	1,111	Through	1,102	363 14,590 152 11 0	1,102
***	***	***	***	***	***	***	***	***	***	***	***	Local	***	***	***
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IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the 1st Section of the High Level Canal during the month of May 1871.*

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.				THROUGH TRAFFIC TO AND FROM THE BRAMINEE DIVISION.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
Nature of cargo.	Approximate value of cargo.	Tonnage.	Tonnage.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Tonnage.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Tonnage.	Nature of traffic.	Value of traffic.	Total mileage.	Tollage.
2 Passen. Gera, 9 in No. 4 Paddy and 300 rice.	... 0 0 0 0	... 633 ...	... 0 6 0	8 Empty 2 Office furni- ture and stationery.	... 1,000 ...	871 738 ...	... 10 5 10	3 Jyles Charcoal	... 47 0	0 1,630 1,425 ...	... ... ...	... 22 2 0 38	Local Through ...	645 12 1,000 0	127 12 57 13
20 Empty	... 1,069	... ...	6 0 3	1 Passengers, 12 in No.	... ...	... ...	10 14 0	3	...	... 1,000 0	0 1,012 1,012 ...	... ... ...	7 0 6 11	...	1,596 21 10 7
1 Firewood 6 Straw 1 Jaggery 4 Lame	15 0 0 36 12 0 50 0 0 146 0 0 ...	343 625 170 815 ...	1 10 0 4 0 0 1 8 0 8 15 2 ...	1 Office furni- ture and stationery.	1,000 ...	... ...	0 6 9	2 Shutters	...	1 Latite stone 1 Cut stone 1 Peak plank 1 Door frame	0 4 0 15 0 0 30 0 0 29 0 0 ...	... ... ... ... ...	14 10 0 12 Irrn. works	1,083 4 1,083 4	163 14 3,259 13 6 6
38	646 12 0	3,675	127 12	1,129 11	19 1 11	1,306 5 12	91 10 7	1,000	1,000	57 13	1,633 4	0 4,586 2,183 4	163 14 3,260 11	48 6 8 61	3,729 0 5,786 2 89 2 2

N.B.—The tonnage shown above is that of the boats and not of the cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAI.

## ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldandah Canal during the month of Ma. 1871.

## LENGTH OF CANAL OPEN, 7 MILES.

## LOCAL TRAFFIC.

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.			STOKE AND MATERIALS FOR IRRIGATION WORKS.			ABSTRACT.									
		Aprox. imate value of cargo.	Tons.	Ton- miles.	Tons.	Appti- tage value of cargo.	Tons.	Tollage.	Number of incidents.	Nature of traffic.	Value of traffic.	Ton- nage.	Tollage.	Remarks.			
8	Paddy	..	651	2,360	...	11.12	9	Rs.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.				
1	Fuel	..	10	315	..	1.9	2	283	12.517	12	0	0	145	20	9		
1	Wooden rot, &c.	..	6	31	..	0.2	6	330	2.173	12	6	10	...				
10	Empty	..	..	1,363	..	0.12	4	357	16.317	61	0	4	80	1,970	0	0	
		..	..	..	..	..	..	1,09	1.290	0	0	8	...	1,421	19,893	108	
		860	4,069	145	1,008	20	4	1,3256	1.3256	66	4	7	...	1	4	0	
20								1,970	34.574	14.474	198	13	9	105	2,637	4	0
														29,874	219	910	

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of May 1871.*

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				
Number of boats.	Nature of cargo.	TONNAGE.		Nature of cargo.	TONNAGE.		Number of boats or rafts.	Value of traffic.	Tonnage.	Ton-milage.	Tollage.	Remarks.
		Rs.	Aproximate value of cargo.		Tons.	Mounds.						
1	Coal	...	7	50	..	..	Rs. As. P.	0 4 0	100	...	..	Rs. As. P.
												2,040
1	Cotton	...	450	..	2 13 0	1	Rammers	25	100	...	..	Rs. As. P.
4	Firewood	...	275	..	1 5 0	1	Klien	10	375	...	172	29 12 0
36	Jaggery & juncans...	125	..	0 10 6	3	Lime-refuse...	4	150	...	..	...	Odooberriah
81	Oil and oil-seeds...	5,774	2,475	15 7 6	8	Ghouting...	20	2,450	...	..	..	Lock.
		125	..	15 7 6	8	Empty	...	1,550	...	..	..	Canal.
		225	..	1 2 0	..		...	...	..	..	..	No. 111 closed
2	Paddy and rice...	115	..	2 8 0	..		...	...	..	..	..	for repairs.
218	Garden produce...	40	..	1 14 0	..		...	...	..	..	..	
600	Salt	..	..	0 4 0	..		...	...	..	..	..	
1	H. ghah	5	..	0 2 0	..		...	...	..	..	..	
1	Tobacco	7	95	..	0 10 0	..		...	..	..	..	
2	Walls of bamboos	20	Loga 250	..	10 8 0	..		...	..	..	..	
30	Empty Passengers	..	3,225	..	0 18 7	..		...	..	..	..	
28	Mis. revenue	..	No. 169	..	0 1 10	..		...	..	..	..	
80		..	..	..	..	..		..	..	..	..	
		7,719	7,600	271	2,210	53	Rs. As. P.	0 8 0	19	291	1,026	Rs. As. P.
												2,040
								299	291	172	1,026	Rs. As. P.
												29 12 0
												8,418

The tonnage shown above is that of the boats and not of the cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## SOUTH-WESTERN CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Hiddelee Tidal Canal during the month of May 1871.  
Length of Canal open, 26 miles.*

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
		TONNAGE.		Tonnage.	Nature of cargo.	Number of boats.	TONNAGE.		Tonnage.	Nature of traffic.	Value of traffic.	Tonnage.	Tonnage.
		Maunds.	Tons.				Maunds.	Tons.					
236	Paddy	Rs. 3,634	Rs. A. P. 87,050	1,140	10 6	25	Rs. 760	7,075	... 90	Re. As. P. 69	Rs. 3,150	Rs. A. P. 104 8	
63	Rice	2,917	23,495	129	3 9	1	90	750	... 375	6 7 0	7,688	1,97 28 4	
10	Firewood	191	1,000	10	3 9	2	85	375	... 125	4 3 6	...	2,361 2	
6	Vegetables	88	310	2	5 6	9	85	125	... 25	2 4 0	...	...	
...	Bamboos, No. 576	61	43,450	1	7 0	1	20	125	... 25	0 10 0	...	...	
875	Rainy	"	070	495	14 3	1	20	125	... 25	1 0 0	...	...	
9	Passenger, No. 33	"	865	495	15 0	9	20	125	... 25	2 8 0	...	...	
6	Pottery	83	070	56	3 3	1	1500	125	... 25	0 25 0	...	...	
1	Furniture	50	30	066	0 6 3	24	46	125	... 25	25 12 9	...	...	
4	Timber, No. 60	1,144	355	98	9 8	...	2180	125	... 25	...	...	...	
2	Hetlandwood	60	275	...	1 11 6	...	...	125	... 25	...	...	...	
48	Halt	43,304	20,100	185	2 0	...	...	125	... 25	...	...	...	
48	Mats	4,490	2,290	11	0 0	...	...	125	... 25	...	...	...	
4	Jazerry	618	405	11	0 0	...	...	125	... 25	...	...	...	
5	Clothes	8,550	815	11	0 0	...	...	125	... 25	...	...	...	
1	Mustard oil	50	45	11	0 0	...	...	125	... 25	...	...	...	
10	Buttales	137	1,095	6	4 0	...	...	125	... 25	...	...	...	
4	Jute	735	700	6	16 0	...	...	125	... 25	...	...	...	
3	Sand	84	975	3	8 0	...	...	125	... 25	...	...	...	
8	Straw	26	1,205	6	14 0	...	...	125	... 25	...	...	...	
53	Tobacco	24,490	15,755	6	14 0	...	...	125	... 25	...	...	...	
2	Sugar	500	856	160	11 6	...	...	125	... 25	...	...	...	
3	Iron	1,920	960	12	3 2	0	...	125	... 25	...	...	...	
20	Betel	928	665	3	1 0	...	...	125	... 25	...	...	...	
3	Lime	308	1,625	3	3 9	...	...	125	... 25	...	...	...	
6	Grain	3,500	1,000	11	0 0	...	...	125	... 25	...	...	...	
6	Grass	225	2,650	13	4 0	...	...	125	... 25	...	...	...	
1	Plant	10	60	12	0 0	...	...	125	... 25	...	...	...	
1	Goodree wood	70	100	0	15 6	...	...	125	... 25	...	...	...	
5	Coal	710	2,776	13	14 0	...	...	125	... 25	...	...	...	
3	Plank	100	200	1	0 0	...	...	125	... 25	...	...	...	
1	Plantain	20	100	0	8 0	...	...	125	... 25	...	...	...	
1	Nut	50	60	0	4 9	...	...	125	... 25	...	...	...	
1	Plate	600	100	0	8 0	...	...	125	... 25	...	...	...	
1	Water	...	450	3	4 0	...	...	125	... 25	...	...	...	
887		1,24,938	2,12,460	7,698	1,97 24	2,264	2 3	60	10451	10,458	112 13 3	918	
									1,31,250	11,220	10,458	10,458	
											1,31,250	7,698	
												2,376 15 6	

The tonnage shown above is that of the boats and not of the cargo.

G. A. SEARLE, Lieutenant-Colonel, S. C.,  
Officer Ass't. to Chief Eng'r., and Jt.-Supt., P. H. D., Irrigation Branch, Bengal.

CALCUTTA,  
The 5th August 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

*Statement showing the amount of Traffic and Tolls on the Kendrapara Canal during the month of June 1871.*  
DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.			TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.			STORES AND MATERIALS FOR IRRIGATION WORKS.			ABSTRACT.		
Nature of cargo.	Tonage.	Mounds.	Nature of cargo.	Tonage.	Mounds.	Nature of cargo.	Tonage.	Mounds.	Nature of traffic.	Tonnage.	Tollage.
8 Gram	798	...	6 8 0	1,611	...	Rs. As. P.	Rs. As. P.	Rs.	Local	158	Rs. As. P.
9 Passengers	944	...	7 1 4	28,440	5,678	...	...	...	Through	10,169	149 13 4
28 Party	6,075	...	68 12 0	1,452	...	9	83 8 0	21 0 14	Local	731	14,040
3 Rice	733	...	7 0	124	Paddy	...	...	...	Through	2,385	85,423
11 Juggery	13,320	...	17 14 0	28,049	...	10	21 0 0	11 0 11	Local	130	8,065
3 Gravel	183	2,964	12 Rice	2,630	...	11	31 0 0	31 0 0	Through	426	78 4 0
60 Empty	6,432	...	10 Oil-cake	2,630	...	12	40 4 0	40 4 0	Local	...	...
...	...	...	9 Teel seed	2,104	1,053	13	16 0 0	16 0 0	Through	...	...
...	...	...	2 Hides	1,764	...	14	26 4 0	26 4 0	Local	...	...
...	...	...	10 Salt	8,555	1,715	15	19 8 0	19 8 0	Through	...	...
...	...	...	182 Empty	18,837	...	16	241 1 0	241 1 0	Local	...	...
128	19,109	20,444	731 16,040	149 13 4	368	...	2,385	2,385	Through	130	11,930 420
			2,10,304	66,790	563 8 0	38	8,045	8,045	Local	130	78 4 0
									Through	130	534
									Local	130	1,090 9 10
									Through	130	1,19,655
									Local	130	2,385
									Through	130	3,542
									Local	130	9,612
									Through	130	1,19,655
									Local	130	1,090 9 10

The tonnage shown in this statement  
of the boats and not of  
the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

**ORISSA CIRCLE.**

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

**ORISSA CIRCLE.**

*Statement showing the amount of Traffic and Tolls on the Taldandah Canal during the month of June 1871.*

LENGTH OF CANAL OPEN, 15 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.									
Number of boats.	Nature of cargo.	TONNAGE		Ton-mile- age.		Nature of cargo, or inlets.	Number of boats or inlets.	TONNAGE		Ton-mile- age.		Nature of cargo, or inlets.	Number of boats.	TONNAGE		Ton-mile- age.		Nature of traffic.	Value of traffic.	Tonnage.	Ton mil- age.	Tollage.	Remarks.						
		Manuds	Tons.	Manuds	Tons.			Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.												
11	Paddy	1,100	3,437	14	13	6	27	Laterite stone	775	37,586	...	...	94	11	5	70	Local	...	1,003	2,346	43	5	8	...					
	Straw	13	235	1	2	10	7	Coarse lime	975	3,110	...	...	10	4	6	157	Int. works	...	4,650	11,112	207	13	7	...					
1	Salt	426	1,147	0	11	6	10	Sandutter's stone	275	4,086	...	...	10	3	6	...	...	...	...	...	...	...	...	...	...	...			
1	Fuel	33	484	0	15	4	35	Bouldle stone	655	15,608	...	...	39	0	4	...	...	...	...	...	...	...	...	...	...	...			
2	Coarse lime	16	120	0	9	7	1	Crane boat	609	609	...	...	63	1	8	...	...	...	...	...	...	...	...	...	...	...			
1	Empty	1	2,213	0	9	10	0	Empty	54	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
16	Demurrage, No. 2,000	...	...	...	...	...	...	Passenger, No. 2,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
6	Carts to Juggernath,	5	...	...	...	...	...	Carts to Juggernath,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
7	Empty	17	1,302	...	...	...	...	Empty	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
	Timber (20)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
1,003		7,936	283	2,394	43	5	6		4,680	83,141	...	...	1,071	41,412	207	13	7	227	3,253	3,700	261	3	3	...	...	...	...	...	

The tonnage shown is that of the cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of June 1871.*

LENGTH OF CANAL OPEN FOR IRRIGATION, 15 MILES, AND FOR NAVIGATION, 6 MILES.

Number of boats or rafts.	Nature of cargo.	Ap-proxi-mate value of cargo.	TONNAGE.		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	ABSTRACT.		REMARKS.
			Maunds.	Tons.						Tonnage.	Ton mile-age.	
1	Laterite stone	Rs. 230	285	...	...	Rs. As. P.	0 11 4	...	...	Rs. As. P.	...	Rs. As. P.
2	Burnt bricks	225	670	...	...		1 6 9	6	Irrgn. works.	455 0 0	45	270 3 3 1
3	Empty boats	...	427	...	...		1 1 0	...	...	...	...	...
6		455	1,282	45	270		3 3 1	6		455 0 0	45	270 3 3 1

The tonnage shown is that of the boats and not of the cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## SOUTH-WESTERN CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of June 1871.*

LENGTH OF CANAL OPEN, 24 MILES.

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.				ABSTRACT.				REMARKS.	
		TONNAGE.		Tollage.	Number of boats.	Value of traffic.		Tollage.	Tonnage.		
		Manuals.	Tons.			Ton mileage.	Rs. As. P.				
16	Firewood	96	800	...	97	5 0 0	3,645	176	672	Canal Range I closed for repairs to Goloo-Berrin Lock.	
19	Jaggery and sugar	377	250	...	...	1 4 0	...	...	...		
20	Metals	2,200	1,000	...	...	5 0 0	...	...	...		
1	Miscellaneous	20	150	...	...	0 12 0	...	...	...		
2	Oil and oil-seeds	502	250	...	...	1 4 0	...	...	...		
3	Paddy and rice	34	125	...	...	0 10 0	...	...	...		
3	Garden produce	38	150	...	...	0 11 0	...	...	...		
1	Tobacco	285	100	...	...	0 8 0	...	...	...		
1	Rafts of bamboo, logs 50	3	...	...	...	0 2 0	...	...	...		
21	Empty boats	...	2,125	...	...	9 11 6	...	...	...		
45	Passengers, No. 186	...	...	...	...	1 7 1	...	...	...		
07	Miscellaneous revenue	...	...	...	97	0 1 7	3,645	176	672	Canal Range III closed for repairs.	
		3,645	4,050	176	672	32 8 2	3,645	176	672		

The tonnage shown is that of the boats and not of the cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.  
*Statement showing the amount of Traffic and Tolls on the Huljee Tidal Canal during the month of June 1871.*  
 LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.		STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.													
Number of bents.	Nature of cargo.	Aproximate value of cargo.	Tonnage. Maunds.	Tons.	Ton milege.	Tonnage. Maunds.	Tons.	Aproximate value of cargo.	Number of bents.	Nature of cargo.	Ton milege.	Tonnage. Maunds.	Tons.	Aproximate value of cargo.	Number of bents.	Nature of traffic.	Ton milege.	Tonnage. Tin miles.	Tolls.	Remarks.	
267	Paddy	Rs. 34,973	83,495	... 17,845	... 329	... 2,485	... 314	... 12,877	3	Hemp iron	360	150	... 16	... 16	2	7	95	Rs. As. P.	1,921	5,028	46 9 9
48	Rice	... 123	96	10	0	0	0	96	10	Steel wire	150	175	... 16	... 16	1	15	0	... 16	2,403	2,406	1 6
6	Vegetables	... 31	329	... 83	... 20	0	0	3	8	Ghoostner	414	31080	... 12	... 12	0	30	12	0	... 12	... 12	... 12
31	Passengers, No. 237	... 4	2,485	... 314	... 20	9	1	20	4	Portland cement	20	175	... 13	... 13	0	2	13	0	... 13	... 13	... 13
4	Firewood	... 1	83	... 000	... 0	6	1	6	6	Gloosung lime	120	170	... 13	... 13	0	2	1	0	... 13	... 13	... 13
1	Hemp	... 404	000	425	... 49,165	... 49,165	... 49,165	6	6	Empty	615	615	... 6	... 6	0	6	6	0	... 6	... 6	... 6
1	Empty	... 1	15	238	... 600	... 600	... 600	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
2	Sand	... 2	238	... 600	... 600	... 600	... 600	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
11	Timapple	... 1	285	600	... 600	... 600	... 600	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
3	Furniture	... 3	123	840	... 840	... 840	... 840	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
3	Furniture	... 3	980	305	... 305	... 305	... 305	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
5	Timber, No. 33	... 5	237	386	... 386	... 386	... 386	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
3	Nut	... 3	105	225	... 225	... 225	... 225	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
5	Oil	... 4	400	205	... 205	... 205	... 205	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
4	Pottery	... 4	33	385	... 385	... 385	... 385	0	0	... 13	... 13	... 13	... 13	0	... 13	0	... 13	... 13	... 13	... 13	
48	Tobacco	... 48	18,705	13,780	... 13,780	... 13,780	... 13,780	0	0	... 13	145	9	0	... 13	0	... 13	0	... 13	... 13	... 13	
48	Salt	... 48	28,950	21,375	... 21,375	... 21,375	... 21,375	0	0	... 13	244	12	0	... 13	0	... 13	0	... 13	... 13	... 13	
3	Wood	... 3	156	675	... 675	... 675	... 675	0	0	... 13	6	6	0	... 13	0	... 13	0	... 13	... 13	... 13	
7	Mats	... 7	6,800	2,830	... 2,830	... 2,830	... 2,830	0	0	... 13	4	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
2	Jaggery	... 2	350	236	... 236	... 236	... 236	0	0	... 13	4	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Jute	... 1	400	235	... 235	... 235	... 235	0	0	... 13	2	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Silk footee	... 1	100	175	... 175	... 175	... 175	0	0	... 13	0	14	0	... 13	0	... 13	0	... 13	... 13	... 13	
8	Clock	... 8	380	930	... 930	... 930	... 930	0	0	... 13	6	6	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Gloosung lime	... 1	1,600	600	... 600	... 600	... 600	0	0	... 13	8	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
12	Straw	... 12	83	1,865	... 1,865	... 1,865	... 1,865	0	0	... 13	9	6	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Sugarcandy	... 1	1,500	440	... 440	... 440	... 440	0	0	... 13	2	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
6	Potatoe	... 6	163	620	... 620	... 620	... 620	0	0	... 13	10	6	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Spices	... 1	26,000	340	... 340	... 340	... 340	0	0	... 13	8	6	0	... 13	0	... 13	0	... 13	... 13	... 13	
5	Cotton	... 5	8,650	1,475	... 1,475	... 1,475	... 1,475	0	0	... 13	6	6	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Coral	... 1	100	626	... 626	... 626	... 626	0	0	... 13	8	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
13	Bropol	... 13	380	965	... 965	... 965	... 965	0	0	... 13	9	9	0	... 13	0	... 13	0	... 13	... 13	... 13	
3	Palm leaves	... 3	28	310	... 310	... 310	... 310	0	0	... 13	11	8	0	... 13	0	... 13	0	... 13	... 13	... 13	
1	Hemp	... 1	70	1,60	... 1,60	... 1,60	... 1,60	0	0	... 13	12	0	0	... 13	0	... 13	0	... 13	... 13	... 13	
2	Grass	... 2	110	1,350	... 1,350	... 1,350	... 1,350	0	0	... 13	12	0	0	... 13	0	... 13	0	... 13	... 13	... 13	

CALCUTTA,  
 The 12th August 1871.

*Officer Ass't to Chief P...  
N. B.—The tonnage shown above is that of the boats and not of the cargo.*

G. A. SEARIE, Lieutenant-Colonel, S. C.,  
Joint-Serv., P. H. D., Irrigation Branch, Bengal.

CALCUTTA : PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

No. 34

of 1871



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 23, 1871.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.*

### CONTENTS.

Page.		Page.	
568	Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 18th August 1871	574	Mean Pressures and Temperatures of the preceding table reduced to sea-level, with mean wind directions
570	Weekly Report of Rainfall compiled at the Meteorological Reporter's Office	575	Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 13th to 21st August 1871
572	Meteorological Telegraphic Report for the period 13th to 16th August 1871	576	Irrigation Operations of Lower Bengal up to 30th of June 1871
573	Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta, during the half month 1st to 15th July 1871	577	Weekly Return of traffic receipts on Indian Railways

*Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 19th August 1871.*

Number.	District.	Date of return from each district.	Rainfall at station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	... Aug. 18th	2	Fair in the north, rainy and favorable in the south.	Both crops of rice good. "Murwa" has suffered from rains.	
2	Monghyr	... , 19th	2.7	Favorable ...	Bhadoi much damaged. Amun good.	
3	Purneah	... , 11th	3.8	Rainy, but good for the crops.	Good.	
4	Rajnehal	... , 19th	2.7	Rainy and cloudy	Paddy thriving.	
5	Deoghar	... , 19th	6.8	Rainy ...	Bhadoi damaged by the rains. Amun good.	
6	Nya Doomka	... , 10th	3.6	Rainy ...	Very promising.	
7	Goddla					
8	Pakour	... , 19th	1.5	Seasonable ..	Paddy promising.	
9	Jamtara					
10	Patna	... , 19th	2.9	Rainy and cloudy	Rice promising, but injury apprehended from rising of rivers in the interior.	
11	Gya	... , 19th	6.7	Very rainy ...	Bhadoi injured. Rice fair.	
12	Chumparun	... , 12th	7.4	Cool and then hot	Excellent.	
13	Sarua	... , 12th	10.1	Hot and stormy, and then rainy.	Bhadoi half destroyed by rains. Much loss apprehended.	
14	Shahabad	... , 19th	6.7	Rainy ...	Both crops of rice much affected by excessive rain.	
15	Tirhoot	... , 12th	0	Fine	As in last week	
16	Bajshinhye	... , 17th	3.7	Rainy and squally	Ous much damaged by water. Amun partly so. Jute good.	
17	Bograhs.					
18	Dinapore	... , 12th	1.3	Very sultry ...	Favorable, but more rain needed.	
19	Maldab	... , 11th	1.2	Occasional rains ...	Good, but 4 names Bhadoi crop damaged by floods in thanab Guregoribah	
20	Moorshedabad	... , 10th	0	Rainy ...	Very gloomy. Fully a third of the district under water, owing to the bursting of the Bhagirathi embankment.	Not received.
21	Pubna	... , 19th	2.7	Fine and seasonable	Ous partially inundated. Amun generally good.	
22	Rungpore	... , 12th	0.8	Very sultry ...	Ous being cut, it has been good. Indigo and other crops good.	
23	Burdwan	... , 10th	10.2	Very rainy ...	Ous damaged. Amun good. Damage apprehended from the inundation of Dumnodih.	
24	Bancoorah	... , 19th	5.7	Sultry and rainy.	Paddy in low lands damaged.	
25	Beerbohm	... , 19th	7.6	Very rainy ...	Very good.	
26	Hoochly	... , 10th	0.4	Rainy and cloudy.	Favorable; but in very low lands crops have been damaged.	
27	Howrah	... , 18th	2.8	Favorable ...	Rice favorable.	
28	Midnapore	... , 18th	4.8	Very rainy ...	Rains and inundation have done some injury to the crops.	
29	Nuddea	... , 19th	4.4	Rainy and cloudy.	Ous very much damaged by the floods. Amun pretty good.	
30	Jessore	... , 18th	4.5	Rainy and favorable	Ous reaped. Amun promising. Some injury done by inundation.	
31	24-Pergunnahs	... , 19th	3.2	Rainy and cloudy.	Generally good, though some injury has been done both to the Ous and the Amun crops.	
32	Dacca	... , 11th	0.8	Dry and hot ...	Good.	
33	Backergunge	... , 19th	0.8	Rainy and sunny	Favorable; but towards the south some injury has been done by rain to Ous and Amun.	
34	Furredpore	... , 10th	2	Rainy and cloudy.	Good.	
35	Mymensing	... , 12th	1	Generally fine ...	Crops of rice usual. Jute being cut. Brahmaputra falling.	
36	Sylhet	... , 14th	5.1	Excessively sultry..	More rain immediately wanted. prospect doubtful.	
37	Cachar	... , 12th	2.4	Fair ...	Good. Three-fourths of the early crops cut.	
38	Chittagong	... , 11th	1.7	Seasonable ...	Satisfactory.	
39	Noakhally or Bullooh	... , 11th	1.7	Fair ...	Good.	
40	Tipperah	... , 12th	2.5	Warm ...	Very good.	
41	Hill Tracts of Chittagong.	... , 6th	2	Rainy and cloudy..	Prosperous.	
42	Cuttack	... , 19th	2.4	Good	Good.	
43	Balasore	... , 19th	1.8	Rainy, and then fair.	Prosperous. No injury done yet by the rising of the rivers in the districts.	
44	Poore.	... , 11th	1.8	Rainy ...	Rice generally good, but crops in many places have suffered either from want of rain or from floods.	
45	Hazaresbaugh	... , 19th	5.4	Seasonable ...	Fair weather would be of benefit to all crops.	
46	Lohardugga	... , 18th	3.8	Very rainy ...	Very favorable. Bhadoi injured by rains.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 28, 1871. 569

Number.	District.	Date of return from each district.	Rainfall at ender station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Mgungbloom	... Aug. 19th	0·7	Very rainy ...	Generally favorable, but injury done to Indian-corn, pulses, and rice crops.	
48	Singbloom	... " 12th	9·4	Very rainy	Very favorable.	
49	Durrung	... " 12th	1·7	Rain and sun	Fair. Paddy being transplanted.	
50	Nowgong	... " 12th	8·1	Rainy	All good if the rains continue.	
51	Seebasugor	" 12th	7·1	Close; sultry	Good.	
52	Kamroop	" 12th	1·5	Dry and sultry	Ous reaped. Only $\frac{1}{2}$ of the Amun expected for want of rain.	
53	Luckimpore.					
54	Khasi and Jyntheah Hills	" 11th	1·6	Favorable	Promising.	
55	Naga Hills	" 11th	2·4	Dry and sultry	Bhndoi and Hemuntee or Amun injured for want of rain. Jute good.	
56	Julpigoree	" 11th				
57	Gowalparah	" 12th	5·3	Rainy	Sulur or Amun not doing well for want of sufficient rain.	
58	Garo Hills	" 12th	1·6	Fair	Good.	
59	Darjeeling	" 12th	5·2	Healthy	As reported last week.	
60	Cooch Behar	" 12th	•	Great want of rain	Crops suffering from want of rain.	No rain-gauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :  
The 22nd August 1871.

C. BERNARD,  
Offy. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.**

Divisions.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0'80	3'50	42'78	13th Aug. 1871.	
	Jail ...	0'90	3'76	38'47	ditto.	
	False Point ...	2'10	Not received	37'00	6th Aug. 1871.	
	Jajipore ...	2'05	ditto	54'01	ditto.	
	Kendraparah ...	1'50	ditto	29'20	ditto.	
	Jugutsingapore ...	1'00	ditto	31'23	ditto.	
	Sunibulpore ...	Not received	ditto	26'77	30th July 1871.	
	Balasore ...	2'43	4'03	40'62	13th Aug. 1871.	
	Bhuddruck ...	2'19	8'16	44'09	ditto.	
	Pooree ...	1'00	1'42	38'10	ditto.	
CHOTA NAGPUR.	Kitoordah ...	1'05	2'38	38'57	ditto.	
	Hazareebagh ...	8'01	11'20	35'43	ditto.	
	Burhee ...	1'86	5'28	31'20	ditto.	
	Pachamba ...	4'32	5'78	39'44	ditto.	
	Ranchee ...	3'49	6'45	42'22	ditto.	
	Palamow ...	0'63	3'12	33'15	ditto.	
	Purulia ...	2'91	5'71	48'73	ditto.	
	Gobindpore ...	2'93	4'53	30'04	ditto.	
	Chyebassa ...	1'60	12'9	42'16	ditto.	From 12th June.
	Patna ...	1'47	1'00	33'41	ditto.	
PATNA.	Behar ...	2'59	Not received	35'33	6th Aug. 1871.	
	Bahr ...	0'83	0'21	23'30	13th Aug. 1871.	
	Dinapore ...	1'30	2'80	30'50	ditto.	
	Gya ...	1'25	7'37	31'65	ditto.	
	Sherghoty ...	1'14	5'58	28'35	ditto.	
	Nowadah ...	1'80	8'68	33'00	ditto.	
	Arungabad ...	2'57	7'00	26'06	ditto.	
	Champarpur ...	Nil	2'30	24'07	ditto	
	Bettiah ...	0'30	2'55	27'88	ditto	
	Chuprah ...	0'13	10'13	41'03	ditto.	
BHAROOLEEN.	Sewan ...	0'50	Not received	28'37	6th Aug. 1871.	
	Mozufferpore ...	Nil	2'41	30'09	13th Aug. 1871.	
	Durhbangah ...	2'39	0'27	42'58	ditto	
	Seotamarae ...	0'60	1'40	30'88	ditto	
	Tajpore ...	0'85	3'40	31'00	ditto	
	Mudhubani ...	0'29	0'70	27'22	ditto	
	Hajipore ...	1'41	0'76	19'51	ditto.	
	Arrah ...	1'00	0'41	35'47	ditto.	
	Buxar ...	1'00	8'30	45'35	ditto.	
	Sanserain ...	1'60	4'15	24'15	ditto.	
RAJASTH.	Bhubhoosh ...	1'18	3'26	30'93	ditto.	
	Benares ...	1'75	Not received	27'38	6th Aug. 1871.	
	Bhangulpore ...	2'41	0'95	25'98	13th Aug. 1871	Not received 10th to 16th July.
	Mudhoypoorah ...	2'60	0'95	30'57	ditto	
	Banks ...	1'52	1'00	30'65	ditto.	
	Moughyr ...	0'61	2'91	30'08	ditto.	
	Jannoie ...	0'74	1'81	32'23	ditto.	
	Bagoosari ...	0'12	2'37	29'19	ditto.	
	Deoghor ...	3'78	3'55	40'40	ditto.	
	Jauntara ...	3'80	3'40	43'78	ditto	
BENGAL.	Rajmehal ...	0'60	0'50	38'80	ditto	
	Pakour ...	1'90	0'14	25'34	ditto.	
	Purneah ...	3'37	1'95	42'52	ditto.	
	Kishengunge ...	3'02	1'75	34'26	ditto.	
	Arraria ...	0'30	2'85	30'54	ditto.	
	Rampore Beulash ...	7'00	0'28	48'13	ditto.	
	Nattore ...	4'20	0'71	53'01	ditto.	
	Bograh ...	0'28	0'05	58'68	ditto.	
	Dinazpore ...	3'85	0'50	40'67	ditto.	
	Maldah ...	2'60	0'71	32'65	ditto.	
CONTAI.	Berhampore ...	4'21	2'06	44'07	ditto.	
	Jungipore ...	4'13	0'61	38'84	ditto.	
	Lalbagh ...	2'84	3'98	38'70	ditto.	
	Jameokandi ...	3'48	8'25	31'76	ditto.	
	Pubna ...	7'81	1'84	52'42	ditto.	
	Coomercally ...	Not received	Not received	5'02	23rd April 1871	Not recorded from 1st May.
	Serajunge ...	0'92	0'68	63'20	13th Aug. 1871.	
	Rungpore ...	0'90	0'50	62'20	ditto.	
	Bhowanigunge ...	0'92	0'35	45'63	ditto.	
	Titalya ...	1'80	8'56	47'38	ditto.	
JORDAHL.	Burdwan ...	2'78	2'32	88'33	ditto.	
	Cutwa ...	4'75	1'62	39'19	ditto.	
	Cuina ...	2'67	2'10	45'92	ditto.	
	Bood-Bood ...	2'74	4'35	41'98	ditto.	
	Bancoruh ...	2'98	2'03	42'65	ditto.	
	Itaengunge ...	1'05	4'28	36'48	ditto.	
	Sooree ...	3'46	2'43	84'13	ditto.	
	Hroghly ...	4'00	3'00	52'27	ditto.	
	Serampore ...	6'18	3'20	81'40	ditto.	
	Jehanabad ...	Not received	Not received	30'37	23rd July 1871.	
BENGALE.	Birwrah ...	5'23	2'82	70'04	13th June 1871.	
	Midnapore ...	4'16	8'38	48'56	ditto.	
	Contai { Dy. Collr.'s Office ...	2'16	10'74	54'46	ditto.	
	Eng'r's. Office ...	2'35	11'45	63'17	ditto.	
	Gurbetta ...	0'85	3'92	48'77	ditto.	
BANGLA.	Tumlooks ...	Not received	Not received	48'18	16th July 1871.	From 6th Feb.

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 23, 1871. 571

District.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PARSONS.	Kishnaghur	0.07	1.30	40.11	13th Aug. 1871.	
	Bonkong	2.49	2.21	50.13	ditto.	
	Ranaghat	1.33	3.49	41.96	ditto.	
	Melherpore	3.74	2.09	39.28	ditto.	
	Chandangah	3.30	1.55	55.80	ditto.	
	Kooshteah	1.68	2.98	50.40	ditto.	
	Jessoro	0.78	1.96	57.80	ditto.	
	Khooinah	1.90	1.67	60.08	ditto.	
	Jenidah	1.65	1.01	61.71	ditto.	
	Nurail	1.07	0.52	45.11	ditto.	
	Magoorah	0.04	Not received	20.67	6th Aug. 1871.	
	Bagirhant	3.53	1.73	53.15	13th Aug. 1871.	
	Saugor Island	1.60	10.80	68.70	ditto.	
	Calcutta	3.79	2.38	68.50	ditto.	
	Alipore { Jail	3.09	2.06	74.11	ditto.	
	Hospital ...	2.79	2.84	72.88	ditto.	
	Barrackpore	3.37	Not received	65.24	6th Aug. 1871.	
	Dum-Dum	2.02	ditto	48.15	ditto.	
	Baraset	5.36	ditto	47.91	ditto.	
	Satkhherah	2.80	ditto	52.51	ditto.	
	Bussorhant	2.98	ditto	52.66	ditto.	
	Diamond Harbour	2.27	ditto	61.23	ditto.	
	Barriopore	2.91	ditto	61.68	ditto.	
DACCA.	Dacca { Telegraph Office	2.19	1.36	67.11	13th Aug. 1871.	
	Jail	1.80	1.10	63.60	ditto.	
	Burrisaul	1.55	1.88	68.80	ditto.	
	Dowlat Khan	3.14	3.51	66.70	ditto.	
	Perseopore	2.48	1.53	56.63	ditto.	
	Madripore	2.12	0.70	49.86	ditto.	
	Furreedpore	1.49	0.39	63.78	ditto.	
	Gosundo	1.44	0.28	33.73	ditto.	
	Mymensing	2.26	0.65	72.78	ditto.	
	Janalpore	0.95	Not received	47.62	6th Aug. 1871.	
	Attosh	0.25	Nil	75.07	13th Aug. 1871.	
	Kiahoregungs	1.27	2.60	75.73	ditto.	
	Sylhet	1.08	6.11	88.90	ditto.	
	Cachar	1.82	Not received	60.39	6th Aug. 1871.	
	Hylakandy	1.84	ditto	59.46	ditto.	
	Koyah	... ..	Not received	60.70	30th July 1871.	
CHITTAGONG.	Chittagong { Telegraph Office	2.70	1.20	69.08	13th Aug. 1871.	
	Jail	2.77	1.00	74.73	ditto.	
	Cox's Bazar	2.84	Not received	113.81	6th Aug. 1871.	
	Rangamata Hill	2.45	ditto	65.83	ditto.	
	Noakhally	4.88	2.11	81.91	13th Aug. 1871.	
	Tipperah	3.65	0.47	70.33	ditto.	
	Brahmanbaria	1.40	3.67	75.07	ditto.	
AKYAB.	Akyab	2.70	5.80	142.90	ditto.	
	Buxa	4.84	1.96	120.19	ditto.	
	Gowalparah	1.95	3.35	69.92	ditto.	
	Dhoobree	1.20	0.80	43.61	ditto	Not recorded 27th Feb. to 5th March.
COOCH BEHAR.	Tura (Garo Hills)	1.85	1.00	70.08	ditto.	
	Darjeeling { Telegraph Office	Not received	Not received	70.60	31st July 1871.	
	Hospital	2.20	4.80	72.13	13th Aug. 1871.	
	Rungbee	... ..	Not received	56.60	30th June 1871.	
	Falacottah	0.98	ditto	43.97	6th Aug. 1871.	
	Julpigooree	0.23	2.23	60.00	13th Aug. 1871.	
	Boda	... ..	Not received	41.83	ditto	Not received 31st July to 6th Aug.
ASIA.	Tepore	4.76	Not received	58.56	6th Aug. 1871.	
	Nowgong	0.89	ditto	54.16	ditto.	
	Munipledye	0.04	ditto	42.91	ditto.	
	Burpettah	1.35	ditto	54.02	6th Aug. 1871.	
	Gowhatty	1.29	1.32	40.38	13th Aug. 1871.	
	Seebangor	2.86	Not received	62.00	6th Aug. 1871.	
	Jorehaut	0.76	ditto	58.72	ditto.	
	Golaghat	3.46	ditto	73.53	ditto.	
	Nazeerah	4.19	ditto	66.60	ditto.	
	Debrooghur	3.35	ditto	72.21	ditto.	
	Suddya	... ..	Not received	50.31	30th July 1871.	
	Shillong	1.93	ditto	48.81	6th Aug. 1871.	
	Cherrapoonjee	3.50	6.66	213.10	13th Aug. 1871.	From 18th Feb.
	Jowai	1.69	Not received	77.44	6th Aug. 1871.	
	Samoogoodting	... ..	ditto	30.20	3rd July 1871.	

HENRY F. BLanford,  
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,  
The 19th August 1871.

## Meteorological Telegraphic Report for the period 13th to 19th August 1871.

Station.	Date.	Hour.	Barometer reduced to 35°.	Barometer reduced to sea-level.	THERMOMETER.			Humid- ity Sat. =100.	WIND.		Rain.	Clouds.	Weather intima.
					Dry.	Wet.	Direction.		Velocity.				
CALCUTTA.	13th Aug.	10	29.538	29.558	82.5	80.0	89	S	...	0.81	....	o	
		18	29.470	29.488	83.5	81.2	89	S by E	...	...	....	o, d	
	14th	10	29.605	29.623	83.2	81.9	95	S by E	...	0.06	13	....	
		18	29.507	29.525	82.4	83.0	85	S by E	...	...	8	....	
	15th	10	29.602	29.620	83.3	82.3	95	S S E	...	...	....	o, d	
		18	29.519	29.537	85.3	82.5	87	S by W	...	...	....	o	
	16th	10	29.579	29.597	80.0	79.0	95	S S W	...	0.56	....	o, d	
		18	29.533	29.551	80.0	79.0	95	S S W	...	1.01	....	o, d	
	17th	10	29.608	29.644	83.7	81.7	91	S S W	...	...	....	o	
		18	29.571	29.589	85.6	81.2	81	S by W	...	...	8	....	
SATURDAYS ISLAND.	13th	10	29.722	29.740	85.7	79.0	72	S W	...	0.92	K K		
		18	29.610	29.638	88.2	81.5	74	S W	...	...	S, K		
	14th	10	29.683	29.701	84.7	81.5	85	S S W	...	0.02	S		
		18	29.596	29.614	85.4	81.6	88	S by W	...	...	S		
	15th	10	29.658	29.664	84	81	87	S S W	25.4°	1.40	N		b, o, w
		18	29.598	29.604	86	82	89	S S E	10.1°	...	N N N	b	
	16th	10	29.622	29.628	86	82	88	S S E	14.8°	...	N N N	b	
		18	29.528	29.534	86	84	91	S S E	14.4°	...	N N N	b	
	17th	10	29.616	29.621	81	80	95	N E	8.4°	0.80	N N N	g, o, p	
		18	29.657	29.668	83	80	87	S S W	19.5°	2.10	N N N	o, p	
CHITTAGONG.	13th	10	29.633	29.630	79	78	95	W	23.2°	1.40	N N N	b, n, w	
		18	29.657	29.663	83	82	95	S	23.5°	0.40	N N N	b, m	
	14th	10	29.687	29.693	86	83	87	S	16.3°	0.10	N N N	m, p	
		18	29.604	29.610	86	83	87	S S E	17.9°	...	K	b	
	15th	10	29.714	29.750	89	84	83	S S W	14.8°	...	K	m, p	
		18	29.636	29.642	89	82	73	S S E	15.0°	...	K	b	
	16th	10	29.704	29.710	88	83	80	S S W	11.3°	0.40	K	w	
		18	29.614	29.620	86	82	93	S S W	15.0°	...	N	o	
	17th	10	29.674	29.684	86	80	79	S S E	8.8°	0.80	K, K8	b, g	
		18	29.592	29.612	84	81	87	S	13.0°	...	K8	w	
MADRAS.	13th	10	29.642	29.763	81	79	91	E	0.9°	0.80	K8	m, p	
		18	29.544	29.654	83	80	87	S	10.5°	...	K, K8	p	
	14th	10	29.609	29.710	82	80	91	S	6.7°	0.10	K, K8	p	
		18	29.619	29.630	81	79	91	S E	10.0°	0.10	K8	p, n, g	
	15th	10	29.644	29.753	79	77	90	S	9.0°	1.70	K8	d, g	
		18	29.587	29.600	77	76	95	E	10.5°	0.30	K8	r, o, g	
	16th	10	29.600	29.811	76	76	100	S S E	6.2°	2.50	N	d, g	
		18	29.627	29.738	78	77	95	E	11.1°	0.80	N	o	
	17th	10	29.606	29.806	84	80	83	E S E	4.0°	0.10	K, CK, K8	p	
		18	29.607	29.717	83	79	83	S S E	0.6°	...	CK, CS	b	
COOTTAZ.	13th	10	29.604	29.775	79	77	90	E	5.8°	1.20	K, K8	w	
		18	29.570	29.690	81	78	86	S W	10.2°	0.10	K, K8	p	
	14th	10	29.789	29.819	89	75	49	S W by W	11°	0.04	....	bo	
		18	29.638	29.668	97	77	37	S S W	11°	...	....	bo	
	15th	10	29.719	29.739	87	76	55	S by W	9°	...	....	o	
		18	29.646	29.676	92	78	45	S S W	6°	...	....	bo	
	16th	10	29.751	29.811	90	75	47	S W	13°	...	....	bo	
		18	29.663	29.669	94	78	48	N by W	10°	...	....	bo	
	17th	10	29.606	29.636	97	77	61	S W by S	11°	0.23	....	bo	
		18	29.601	29.691	92	77	48	N W	7°	...	....	bo	
ARTAB.	13th	10	29.785	29.815	89	74	46	W S W	10°	...	....	b, m	
		18	29.670	29.700	90	76	50	E N E	10°	...	....	bo	
	14th	10	29.823	29.833	90	77	63	S W	8°	0.01	....	bo	
		18	29.702	29.732	88	78	63	N E	12°	...	....	bo	
	15th	10	29.849	29.879	88	75	55	W S W	5°	...	....	bo	
		18	29.737	29.767	87	78	65	E	11°	...	....	bo	
	16th	10	29.638	29.620	83	80	87	W	0.3°	0.40	N	r, d	
		18	29.427	29.609	86	81	79	W S W	0.7°	...	N, C		
	17th	10	29.755	29.657	84	80	88	S S W	0.3°	...	K8, N	o, d	
		18	29.477	29.559	86	81	79	S W	0.6°	...	N N	cloudy	
CALCUTTA,	13th	10	29.680	29.693	86	80	75	S W	0.4°	...	N N	d	
		18	29.523	29.605	83	79	88	S S W	0.6°	...	N N	d	
	14th	10	29.685	29.688	82	76	87	S W	0.1°	...	N, KS	cloudy	
		18	29.630	29.613	86	80	76	W S W	0.0°	...	CK	fair	
	15th	10	29.640	29.738	87	78	65	W S W	0.8°	...	K8, C	CK, C	
		18	29.560	29.632	84	79	79	S S W	0.6°	...	K8, C	fair	
	16th	10	29.686	29.778	88	79	66	W S W	0.3°	...	K8, C	fair	
		18	29.592	29.873	91	80	60	N N E	0.4°	...	CK	fair	
	17th	10	29.659	29.741	87	80	72	S S W	0.3°	...	CK	fair	
		18	29.569	29.643	90	80	63	S S W	0.6°	...	N	fair	
ARTAB.	13th	10	29.708	29.728	83	79	87	S S W	1°	0.60	K, K8	d	
		18	29.630	29.646	81	79	91	S W	1°	0.50	K, K8	r	
	14th	10	29.733	29.748	80	78	91	S E	1°	2.80	K8	o	
		18	29.650	29.665	81	79	91	S S W	1°	1.30	K8, N	d	
	15th	10	29.743	29.768	80	78	91	....	2	1.00	K8, N	r	
		18	29.660	29.676	81	79	91	....	1	1.20	K8, N, S	d	
	16th	10	29.707	29.748	83	80	91	....	1	1.20	K, K8, N	o	
		18	29.685	29.700	88	80	87	....	1	1.20	K, K8	g, s	
	17th	10	29.783	29.797	84	81	87	S W	1°	1.20	C, K	g, s	
		18	29.693	29.708	84	81	87	W S W	1°	1.00	K, KS	g	
The 19th August 1871.	19th	10	29.790	29.806	81	78	86	S E	1°	1.00	K, KS	j	
		18	29.710	29.725	78	75	86	S S W	1°	0.10	K, KS, N	p	
	19th	10	29.778	29.793	78	76	90	W N W	1°	1.00	K, KS	d	
		18	29.686	29.701	79	77	90	W W	1°	0.10	C, K, S	g	

\* Velocity of wind in miles per hour.

HENRY F. BLANFORD,  
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,  
DURING THE HALF MONTH 1st TO 15TH JULY 1871.  
N.B.—The Barometric data are reduced for temperature, and not for height above sea-level.

STATIONS.	BAROMETER.						THERMOMETER.						HUMIDITY.						RAINFALL.					
	MEAN OF			MEAN OF			MEAN OF			MEAN OF			MEAN OF			MEAN OF			MEAN OF			MEAN OF		
	Height above sea-level.	16 hours.	4 hours.	16 hours.	4 hours.	2 hours.	Max.	Min.	Day.	Max.	Min.	Day.	Max.	Min.	Day.	Max.	Min.	Day.	Max.	Min.	Day.	No. of days.		
Port Blair	110	not received																						
Mairan	37	29.054	29.054	29.051	29.050	29.051	113	118	8th	1320	11th	1080	892	807	893	893	893	7th	827	107	4th	6		
Vengapatam	31	29.546	29.546	29.544	29.543	29.544	0.06	1187	8th	1320	11th	1080	841	863	877	861	877	7th	827	107	4th	6		
Akyab	15	29.691	29.674	29.724	29.617	29.719	0.77	...	...	...	...	...	77	77	806	809	809	7th	847	101	3rd	15		
False Point	187	29.626	29.604	29.658	29.638	29.650	0.72	1418	6th	162	13th	1300	918	780	825	850	861	7th	847	101	3rd	15		
Cuttack	80	29.541	29.532	29.671	29.492	29.673	0.78	1308	10th	1608	9th	1130	871	821	857	857	857	7th	847	101	3rd	15		
Sanger Island	6	29.684	29.680	29.638	29.647	29.628	0.81	1308	10th	1608	9th	1130	871	821	857	857	857	7th	847	101	3rd	15		
Chittagong	108	29.584	29.584	29.620	29.538	29.620	0.82	1426	8th	1610	16th	1183	870	106	764	814	814	7th	847	101	3rd	15		
Cileutta	1811	29.587	29.587	29.612	29.615	29.615	0.69	1414	11th	16319	9th	1290	872	772	828	828	828	7th	847	101	3rd	15		
Jesoro	27	29.678	29.563	29.614	29.521	29.608	0.03	1430	14th	16119	16th	13202	894	107	783	829	829	7th	929	177	2nd	14		
Dacca	35	29.591	29.588	29.653	29.626	29.528	0.08	1490	8th	1605	16th	971	878	106	779	827	827	7th	929	177	2nd	14		
Hazareebagh	2914	29.560	29.561	29.647	29.491	29.641	1.16	1331	12th	14740	7th	1120	889	131	768	817	817	7th	929	177	2nd	14		
Berhampore	80	29.572	29.581	27.686	27.686	27.684	0.79	1431	12th	15241	12th	1190	846	112	751	781	781	11th	930	190	12nd	16		
Gya	4003	29.187	29.179	29.179	29.179	29.179	0.08	13549	6th	1635	12th	1109	901	108	795	840	840	6th	930	190	12nd	16		
Pama	179	29.306	29.333	29.409	29.311	29.346	0.03	1461	7th	1559	16th	1115	902	121	791	856	856	7th	930	190	12nd	16		
Monghyr	1804	29.34	29.34	29.34	29.34	29.34	0.03	14561	12th	16310	12th	1080	919	161	781	852	852	7th	930	190	12nd	16		
Darjeeling	6945	29.246	29.246	29.246	29.246	29.246	0.03	12041	7th	13940	1st	920	694	99	833	843	843	7th	930	190	12nd	16		
Gomtiarh	396	29.196	29.200	29.196	29.196	29.196	0.098	1474	11th	1614	10th	1221	871	120	751	810	810	6th	930	190	12nd	16		
Shillong	4793	26.089	26.081	25.110	25.053	25.110	0.083	1288	4th	1600	8th	946	765	103	652	694	694	4th	930	190	12nd	16		
Banaras	2874	29.298	29.298	29.328	29.328	29.328	0.083	1294	4th	1600	8th	901	913	168	755	839	839	4th	930	190	12nd	16		
Howrah	5797	28.005	28.050	28.710	28.632	28.632	0.072	1294	4th	1460	8th	1070	120	781	833	824	824	4th	930	190	12nd	16		

CALCUTTA,  
The 19th August 1871.

Henry F. BLANTFORD,  
*Meteorological Reporter to the Govt. of Bengal.*

*Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.*

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	86.8	48	S 28° W
Madras	29.616	86.8	68	S 70° W
Vizagapatam	29.706	86.6	87	S 8° E
Akyat	29.643	85.6	75	S 45° W
False Point	29.623	85.0	68	S 25° W
Cuttack	29.600	84.2	68	S 10° W
Saugor Island	29.606	81.3	60	S 30° E
Chittagong	29.595	82.8	78	S 4° W
Calcutta	29.603	82.9	86	S 32° E
Jessore	29.622	82.7	88	S 18° E
Dacca	29.652	81.8	7	N 70° W
Cachar	29.541	83.8	47	S 10° E
Haznreecbaugh	29.581	84.2	44	S 41° E
Berhampore	...	84.6	21	S 60° E
Gya	29.650	83.0	58	S 68° E
Patna	29.647	83.7	48	S 77° E
Monghyr	29.602	83.2	26	S 46° W
Darjeeling	29.687	82.1	19	S 29° E
Gowalparah	29.599	83.0	51	S 58° W
Shillong	29.554	84.6	17	S 16° E
Benares	29.638	85.9	37	S 49° E

## NOTE.

*Barometric Pressure.*—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's " Meteorological and Physical Tables."

*Temperature.*—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

*Wind Direction.*—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,  
The 19th August 1871.

HENRY F. BLANFORD,  
*Meteorological Reporter to the Govt. of Bengal.*

**Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st August 1871.**

Month.	Date.	Mean reduced barometer. Inches.	THERMOMETER.				Mean dry bulb.	Mean wet bulb.	Computed dew-point.	Mean degree of humidity.	WIND.			GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radia- tion.	Mean dry bulb.					Precipitation.	Dir- ection.	Max. pressure.	Daily velocity.
August.	15th	29.566	80.5	79.8	115.2	82.4	80.8	79.7	0.92	S by W, S & SSW	B	Miles.	In.	...
	16th	.568	81.3	78.7	...	80.0	79.0	78.3	.95	SSW	1.0	133.0	1.01	● Overcast and Stratoni. Slight rain from 3½ A.M. to 5 P.M.
	17th	.617	80.0	78.2	141.5	82.1	70.7	78.0	.88	S SW & S by W	...	178.0	0.92	... Overcast and cumuli. Thunder and Lightning between 7 and 8 P.M. Rain at 1 and 3 A.M. and from 6½ to 11 P.M.
	18th	.663	88.2	79.9	146.0	84.1	80.3	77.6	.81	S, SW & S by W	...	157.9	...	... Cirri and cirrostrati and cumuli. Lightning at 11½ P.M.
	19th	.647	86.0	81.0	115.0	83.6	81.4	79.9	.89	S SW & S by W	...	73.8	0.02	... Stratoni. Slight rain at 6 A.M.
	20th	.653	86.5	81.5	138.0	83.5	80.4	78.3	.85	S by W & S W	...	87.8	...	... Stratoni. Lightning between midnight and 1 A.M.
	21st	.654	87.0	78.0	141.3	81.6	79.6	78.2	.90	S SW & S by W	1.5	96.5	2.60	... Overcast and stratoni. Rain from 1½ to 12 A.M. and 5 to 11 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.2
The max. temperature during the past seven days	...	88.2
The max. temperature during the corresponding period of the past year	...	88.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.92
		Inches.
The total fall of rain from 15th to 21st	{ by lower rain gauge	5.20
	{ by anemometer gauge	4.68
Ditto ditto average of seventeen previous years	...	3.51
Ditto between the 1st January and the 21st August	...	75.14
Ditto ditto ditto ditto, average of seventeen previous years...	...	47.51

GOPEENAUTH SEN,  
In charge of the Observatory.

The 22nd August 1871.

**Irrigation Operations of Lower Bengal up to 30th June 1871.**

Circles.	Canal.	District.	Navigation Returns.										Remarks								
			Rains-Falls.					Irrigation.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
			Water supplied during 1871-72.	Approximate area irrigated during June 1871.	Area actually re- ceived water in sores.	Average delivery rate in cubic feet per second month.	Average delivery rate in cubic feet per second month.	Delivery rate in cubic feet per second.	Total area irrigated up to the first time during current year.	Total area irrigated up to date during the year.	Losses during the month.	Nature of traffic.	To village.	Approximate value of goods.	Per column 8.	Per column 8 and 9.	Chittagong.	Irrigation.	Chittagong.	Remarks	
Orissa			High Level	6	675	3-68	214	Cuttack	3,965	3,965	...	3,965	7-44	17-11	15-66	Local Government	213	2,764	Rice ...	189,647	cubic feet per second escape.
	Kendrapara	7	1,265	5-43	600	624	Ditto	2,650	2,650	...	2,650	7-44	17-41	15-66	Local Government	318	7,919	Rice ...	10,311	Rice ...	
	Taldunda	8	1,300	6-76	8-76	Still water.	Ditto	600	600	...	600	7-44	17-41	15-66	Local Government	731	16,040	Rice ...	10,109	Rice ...	
	Midnapore	8	875	5-98	72-83	Midnapore	6,963	5,797	166	6,963	9-40	23-30	Not known.	2,385	95,423	Thru. Government	2,19,314	2,19,314	Rice ...	1,39	Rice ...
South-Western	Paschcoorah	6	240	1-60	173-8	...	...	...	...	...	...	10-85	10-85	24-90	Local Government	51	4,956	Rice ...	1,693	Rice ...	
								Total	12,378	12,378	12,378	166	12,378	22-61	Local Government	41,412	41,412	Ranges 1 and 3 closed for repairs.			
Orissa			High Level	...	...	...	...	Cuttack	...	...	...	47	47								
	Kendrapara	...	...	...	...	...	...	Ditto	...	11	...	2,151	2,151								
	Taldunda	...	...	...	...	...	...	Ditto	...	...	...	...	...								
	Midnapore	...	...	...	...	...	...	Midnapore	10,565	10,565	35	10,565	...								
South-Western	Panchkorah	...	...	...	...	...	...	Midnapore and Hooghly	...	...	...	...	...								

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Canal Revisions

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 23, 1871.

577

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
Total traffic for the week	88,145	Rs. As. P. 98,577 15 11	£ s. d. 9,030 6 4	Mds. Brs. 325,337 0	Rs. As. P. 1,88,055 13 3	£ s. d. 17,820 10 0		26,357 5 4
Or per mile of railway		77 6 9	7 1 3		1,47 10 10			29 12 0
For previous 4 weeks of half-year	360,123	4,41,997 7 10	40,515 10 5	1,742,752 10	11,82,127 11 9	103,778 7 6		144,293 17 11
Total for 5 weeks	444,268	5,40,565 7 9	40,551 16 9	2,063,080 10	13,21,083 9 0	121,090 6 6		170,651 3 3
COMPARISON.								
Total for corresponding week of previous year	82,929	1,06,029 8 9	9,710 7 6	433,516 10	3,81,391 14 11	29,460 18 6		30,180 6 0
Per mile of railway corresponding week of previous year		03 11 4	8 11 9	.....	284 0 8	20 0 9		36 12 6
Total to corresponding date of previous year	478,700	5,93,088 10 8	54,306 9 3	2,000,603 20	17,77,640 5 8	162,050 7 6		217,316 16 7

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 223 miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
Total traffic for the week	3,206	Rs. As. P. 7,308 4 6	£ s. d. 660 18 6	Mds. Brs. 22,622 30	Rs. As. P. 6,488 5 6	£ s. d. 504 15 3		1,264 13 0
Or per mile of railway		32 12 4	3 0 1		29 1 7	1 13 4		5 13 5
For previous 4 weeks of half-year	15,274	36,941 9 2	3,396 0 3	162,156 0	34,944 0 9	3,203 4 1		6,369 10 4
Total for 5 weeks	18,480	44,249 13 8	4,056 4 9	184,677 30	41,432 8 3	3,797 19 4		7,854 6 1
COMPARISON.								
Total for corresponding week of previous year	2,501	7,008 0 8	642 8 1	14,680 20	4,514 9 10	616 19 1		1,000 7 1
Per mile of railway corresponding week of previous year		51 6 10	2 17 7	.....	20 6 4	1 17 5		6 18 0
Total to corresponding date of previous year	18,070	46,328 14 1	4,246 16 3	100,193 0	39,444 4 4	2,790 14 6		7,037 10 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 5th August 1871, on 156½ miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
Total traffic for the week	85,803	Rs. As. P. 16,732 4 5	£ s. d. 1,033 15 10	Mds. Brs. 170,556 10	Rs. As. P. 59,041 3 8	£ s. d. 5,407 2 3		7,000 18 1
Or per mile of railway	229	105 14 8	9 10 0	1,000 0	341 1 6	34 18 8		61 14 8
For previous 8 weeks of half-year	110,626	64,390 0 6	5,903 0 4	401,718 17	1,51,967 12 3	18,930 7 6		10,633 7 10
Total for 5 weeks	140,510	81,128 13 11	7,436 16 2	572,274 27	2,11,008 15 11	19,397 9 9		20,834 5 11
COMPARISON.								
Total for corresponding week of previous year	22,004	11,816 2 0	1,083 3 0	5,036,557 0	7,594 4 1	600 2 0		1,779 5 9
Per mile of railway corresponding week of previous year	200	104 5 5	9 11 4	445 0	67 0 11	6 2 11		15 16 3
Total to corresponding date of previous year	181,730	68,237 11 11	6,255 2 7	575,465 11	82,073 8 10	7,523 8 2		13,778 10 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 5th August 1871, on 28 miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
Total traffic for the week	8,648	Rs. As. P. 716 10 6	£ s. d. 71 13 4	Mds. Brs. 7,120 0	Rs. As. P. 230 1 0	£ s. d. 23 0 1		94 13
Or per mile of railway	180	25 9 6	2 11 2	256 11	8 3 0	0 16 3		3 7
For previous 16 weeks of half-year	117,547	21,744 0 3	2,174 8 0	188,918 0	8,503 1 6	835 10 2		2,720 18
Total for 10 weeks	120,905	22,460 10 9	2,246 1 4	100,038 0	6,785 2 0	678 10 3		2,824 11
COMPARISON.								
Total for corresponding week of previous year	6,468	704 10 9	76 9 4	9,679 23	377 13 6	37 15 8		114 2
Per mile of railway corresponding week of previous year	180	27 6 11	3 14 7	946 0	13 7 11	1 7 0		4
Total to corresponding date of previous year	100,233	18,188 0 3	1,813 10 2	196,703 2	6,070 1 3	677 18 2		2,511 11

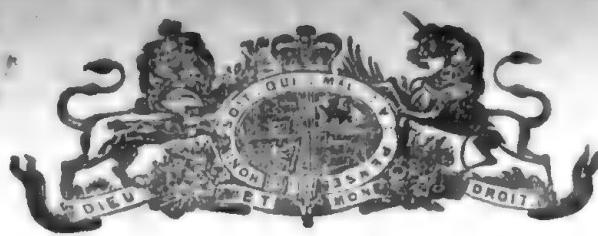
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No. 35

of 1871



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 30, 1871.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.*

### CONTENTS.

	Page.		Page.
Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's report on tobacco	579	Meteorological Telegraphic Report for the period 20th to 26th August 1871	586
Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 26th August 1871	582	Abstract of the results of the hourly meteorological observations taken at the Surveyor-General's Office, Calcutta, in the month of July 1871	587
Weekly Report of Rainfall compiled at the Meteorological Reporter's Office	584	Weekly Return of traffic receipts on Indian Railways	588

### Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's Report on Tobacco.

"The introduction of a system of cultivation and preparation of tobacco possessing first-rate qualities requires so much care that it can only be successfully attempted by means of experimental farms."—DR. FORBES WATSON.

(Supposing the area of ground on which the experiment is about to be tried to be an acre.)—Enclose with a wall (brick) about one foot and a half high a space five feet broad by twenty-five feet long. Dig out the soil enclosed to a depth of two feet, replacing the soil removed by two feet of strong stable manure. When this begins to ferment (to steam), cover with six inches of prepared earth and sow the seeds.

To sow the seed more carefully, mix it with white wood-ash, and scatter the whole equally over the surface of the prepared ground (the seed ought to fall about four to the square inch, but with so small a grain as tobacco, it is impossible to be exact), and cover with an inch of good mould.

After sowing, water the seed-bed with a fine-rosed watering pot. The sowing bed should be provided with a reed-mat covering, which after watering should be stretched across from wall to wall. This covering should be taken off (to allow the steam from the manure to escape and to admit fresh air) for two hours every morning and every evening.

Three days after the first sowing, the bed should be watered again.

(N. B.—Water in the early mornings.)

In about a week the plants should appear, and, when they seem to crowd, should be pricked out, leaving distances of one inch each way round each plant, thus:—

(N. B.—The spare plants should be preserved for filling up gaps in the rows when transplanted.)

**Planting out.** When the plants have developed four or five leaves, any one of which is an inch broad, they may be transplanted. The seed-bed should be watered in order to make the pulling up of the plants easier, and when pulled up the plants should be removed as quickly as possible to the site prepared for them.

**The tobacco field.** This site (supposed to be an acre in extent) should be level ground and exposed: a fence should be round it to protect it from jackals, &c. The soil should have been ploughed deep twice before the plants were put in, and afterwards harrowed and rolled carefully.

**The soil.** It should have a fine light soil with a firm loamy sub-soil, manured with strong ammoniac manure at a ton per acre with a free distribution of vegetable remains.

**Tobacco an alternate crop.** The site of the tobacco plantation should be changed every two years, as tobacco is a most exhaustive crop.

(*N. B.*—Sun-flower would alternate with it well.)

**The plan of the field.** The plants should be planted in rows two feet apart, each plant two feet from the next, a pathway being left for the coolies between (not every row but) every two rows. A broader pathway (five or six feet broad) should intersect the plantation at right angles, forming at the point of intersection a convenient space for heaping the leaves.

**Watering.** When the plants have been set out water well (*N. B.*—the watering pots used should have very finely perforated roses), and if any plants die, fill up the gaps with spare plants from the seed-bed.

**"Hoeing."** After a day or two hoeing should commence. The hand is the best instrument, and the workmen should be told to kill every insect they see except ants, and to heap the earth carefully round the stems.

**Pruning.** If the plant threatens to be very leafy, remove superfluous leaves, leaving about fifteen to a plant. When the flower buds are plainly noticeable, they must be picked off with great care. (*N. B.*—For fancy smoking tobaccos, the flowers need not be removed.)

**After-care of the plants.** There is after this very little necessary. The plants, however, should be most carefully examined once or twice a week, and every insect and weed removed. Water should be supplied freely at intervals of a week, and to prevent the earth losing its humidity too suddenly, straw might be spread over it if the heat of the sun is peculiarly great.

**Picking the leaves.** The leaves are of three qualities—the lower, middle, and upper; and the first to ripen are the lower. (To "ripen" is really to assume a yellow tint and bend down towards the ground.) As soon as yellow leaves begin to appear among the lower leaves, they must be picked. In about eight days the middle yield will show signs of ripeness, and should be gathered, and in about eight days more the remainder may be gathered. It can, however, be easily known that the leaves are ripe when they detach from the leaf-stalk with ease. They should be detached with the hand, the leaf being pulled upward.

Care must be taken to have labour available to gather each harvest in at its own time, for over-ripeness is fatal to proper curing.

**Curing the leaves.** The only thing to be remembered in curing tobacco is that care must be taken not to allow the tobacco to lose its moisture too suddenly, for thereby it becomes brittle, or too slowly, for then it is in danger of rotting.

The rules on this head which hold good in Europe are however useless in India. The curing-houses again may be of any shape, provided only that ventilation is thorough, and that sunlight and damp are equally avoided.

When the leaves have been picked, they are placed in heaps (which must be turned at intervals) to wilt, that is to fade, wither. By being in a heap they keep their moisture, and though quite dead, do not lose their flexibility.

The leaves are then strung (on string or sticks) in the curing-house; after this they are exposed to the sun: they are then tied in bundles and heaped to induce fermentation. The details of the curing processes cannot be learnt from works on European tobacco cultivation, but may be acquired easily by the study of the *temperature* of this country during every hour of the day and every day of the year, and by a clear knowledge of what is required to be produced. Again, the arrangement of the leaves in the curing-houses so as to economise space, utilize ventilation, &c., &c., gives scope for the ingenuity of each cultivator, and cannot be learnt by rules.

One point however to remember is that the leaves must not stick together when strung.

**Sorting the leaves.** When the leaves are dry without being brittle, dead and discoloured, but still pliant, they are said to be cured and are ready for sorting.

The sorting of the leaves depends of course upon the local market for which the tobacco has been raised; but a safe rule is to keep for cigars all that can be kept for cigars, and to use the remainder for tobacco. Snuff, which requires the finest leaves of all, would not in India repay the manufacture. For natives of this country, the tobacco must be strong: for the European market, it must be aromatic: for any market, it must burn easily. It is evident,

therefore, that very much depends upon the manure used, as the matters drawn from the ground must materially determine the strength and combustibility of the produce. A heavy soil, strong manure, and plenty of moisture, produce a strong and rank tobacco; by ripening also tobacco gains in nicotine. Sunshine, dry warmth, and a light soil, give on the other hand mild and aromatic tobaccos. It is from this evident that next to the manure employed, the most important point is the quantity of the moisture, and if the manufacture is for the native market, this should be liberal.

## NOTES.

The great difficulty in curing tobacco is the disposal of the midrib, which persists in either drying stiff or not drying at all. But why should it not be removed? Not entirely, for then the leaf would be split into two, but only on the back of the leaf, where the convex and greater part of the midrib projects. The operation, though a delicate one, would become easy to any child after a half-hour's practice. The operator would take a leaf in his left hand, holding it between his finger and thumb at the stalk end. About half an inch from the end (the stalk end), he would make an incision in the midrib with the thumb nail of the right hand and turn up an end. He would then take hold of this with the finger and thumb of the right hand, and with an equable force pull off the midrib downwards towards the point of the leaf. As soon as it became very fine, and there was a danger of the leaf being torn, he would nip the midrib off with his finger and thumb. By this, the concave or nearly flat surface of the midrib would be left on the upper side of the leaf, while on the back of the leaf the only sign of the midrib would be a narrow depression running down the centre of the leaf where the troublesome midrib had been. The operators (who might easily be children) should be particularly warned *not to handle the leaf or to make a rent in it.*

Indeed, throughout all the operations of pricking out, planting, hoeing, thinning, sorting, stringing, and midrib-scooping, every operator should be warned against touching the leaf except near the stalk end, and against tearing it. Care might be guaranteed by grading the wages of the operators according to results.

The sun-flower (*helianthus*) might be advantageously grown among the tobacco, 1st, for the shade it would give to the larger and coarser tobaccos required; 2nd, for the admirable stringing rods (if string itself is not used) which their stems supply; 3rd, as they would (if their leaves were ploughed into the ground) give almost the exact vegetable mould which is required by tobacco.

The 17th May 1871.

P. ROBINSON.

*Statement showing Rainsfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 26th August 1871.*

Number.	District.	Date of return from each district.	Rainfall at station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhawulpore	... Aug. 25th	1·6	Favorable ...	Very good except where destroyed by the floods "which are washing people out of house and home."	
2	Monghyr	... , 26th	3·8	Rainy ...	Great damage done to the Bhadoi crops, property, and even life by floods and rain. Paddy good.	The floods have risen to within 8 inches of that of 1867, the highest known in living memory.
3	Purneah	... , 19th	1·8	Rain and sun ...	Both Bhadoi and Aughnay good, but much injury has been done to both by the floods.	
4	Rajmahal	... , 26th	5·9	Rainy ...	Bhadoi on the deeras destroyed. Aughnay very good.	
5	Deoghar	... , 26th	1·9	Favorable ...	Six annas of the Bhadoi crops destroyed. Paddy very good.	
6	Nya Doonka Godda	... , 26th	1·9	Rainy ...	Very good.	
7		... , 19th	1·0	† Dry, then cool and rainy ...	Good	• Little rain. † Much fever and rheumatism; still some cholera.
8	Pakour	... , 26th	4·1	Wet ...	Further injury to Jonarah by rain. Paddy cheerful.	
9	Jamtara.					
10	Patna	... , 26th	2·2	Rainy and cloudy..	Bhadoi crops have suffered from the heavy floods.	
11	Gya	... , 26th	1·2	Mild ...	Bhadoi injured; rice and rubees good.	
12	Chunparun	... , 19th	4·1	Cool ...	Good.	
13	Sarun	... , 19th	4·1	Wet ...	Bhadoi very much damaged. Amun good.	
14	Shahabad	... , 26th	5·	Rainy ...	Bhadoi much injured. Amun pretty good.	
15	Tirhoot	... , 19th	2·4	Clear ...	Good.	
16	Rajshahye	... , 24th	4·7	Rainy and cloudy.	Bhadoi damaged by floods and rain. Amun good.	
17	Hograh	... , 18th	3·9	Fair ...	Good owing to a seasonable and ample fall of rain.	
18	Dinagespore	... , 19th	4·7	Cloudy and rainy.	Favorable; more rain wanted in some places.	
19	Maldah	... , 18th	9·	Rather warm ...	Good.	
20	Moorshedabad	... , 26th	3·	Rainy ...	Glooming. Bhagiruthee rising again.	
21	Pubna.					
22	Hungpore	... , 19th	6·	Cool and rainy, and then sultry and unhealthy.	Amun and Indigo good.	
23	Burdwan	... , 26th	2·5	Rainy and fair ...	Ous damaged by floods and sugarcane by rain. Amun good.	
24	Bancoorah	... , 26th	1·7	Sultry, little rain	Favorable.	
25	Beerbhoom	... , 26th	4·3	Rain and sun ...	Good.	
26	Hoogley	... , 26th	8·	Fair ...	Favorable; winter crops on the banks of the Damoodur damaged.	
27	Howrah	... , 26th	3·	Favorable ...	Hopeful.	
28	Midnapore	... , 26th	2·8	Seasonable ...	Good; some injury done by inundation.	
29	Nuddea	... , 26th	2·9	Rainy ...	Unfavorable; one-third of the district inundated. Crops very much damaged.	
30	Jessore	... , 25th	7·8	Rainy and cloudy.	Ous and Amun injured by floods.	
31	24-Pergunnahs	... , 26th	3·8	Rainy and cloudy.	Good.	
32	Dacca .	... , 25th	2·9	Rainy and then dry.	Good.	
33	Backergunge	... , 19th	3·7	Rainy ...	Favorable.	
34	Furreedpore	... , 26th	10·5	Very rainy ...	Good.	
35	Mymensing	... , 19th	4·7	Rainy ...	Brahmapooter slightly risen again; jute being cut; other crops good.	
36	Sylhet	... , 21st	7·3	Cool and wet ...	Fair.	
37	Cachar	... , 19th	2·1	Mild ...	Excellent.	
38	Chittagong	... , 18th	6·6	Very rainy ...	Generally good.	
39	Noakhally or Bulloobah	... , 18th	6·6	Very rainy ...	Good.	
40	Tipperah	... , 19th	3·4	Cloudy and rainy.	Good.	
41	Hill Tracts of Chittagong	... , 12th	3·8	Rain and sun ...	Fair.	
42	Cuttack	... , 19th	1·7	Rainy ...	Favorable.	
43	Baisore	... , 26th	2·3	Cloudy and close...	Good.	
44	Pooree	... , 18th	9·	Somewhat rainy ...	Generally good.	
45	Hazarobhaugh	... , 26th	5·	Favorable ...	Favorable.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 30, 1871. 583

Number.	District.	Date of return from each district.	Rainfall at mid- der station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
46	Lohardogra	Aug. 25th	1·4	Fine	Very favorable.	
47	Maunbham	26th	1·4	Favorable	Good.	
48	Singbham	19th	10·3	Rainy	Very favorable.	
49	Burrung.					
50	Nowgong	" 19th	8·7	Rainy	Good	
						Earthquake at about 9½ A.M. on the 17th.
51	Seebaugor	" 19th	6·5	Very close	Crops almost wholly under water; great loss apprehended.	
52	Kamroop	" 19th	1·	Dry and sultry	Great fears for the Amun for want of rain.	
53	Luckimpore	" 18th	8·	Pleasant	Favorable.	
54	Khasi and Jynteah Hills	" 18th	1·9	Rainy	Promising well.	
55	Naga Hills.					
	Julipigoree	" 18th	2·2	Dry and sultry	Bhadoi and Amun affected by want of rain.	
57	Gowalparah	" 19th	·3	Rainy	Amun suffers from want of rain.	
58	Garo Hills	" 19th	2·8	Rainy, but seasonable.	Healthy.	
59	Darjeeling	" 19th	3·5	Healthy	Hill crops good; rice crops not likely to be good owing to want of rain.	
60	Cooch Behar	" 19th	·	Seasonable	Fair, if rain continues to fall.	No raingauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :  
The 29th August 1871.

R. H. WILSON,  
Offg. Under-Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.**

Division.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 12th August 1871.	RATE FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.50	Nil	42.78	20th Aug. 1871.	
	Jail ...	3.78	0.00	38.60	ditto.	
	False Point ...	0.00	Not received	41.90	18th Aug. 1871.	
	Jajipore ...	12.80	ditto	67.41	ditto.	
	Kendraparab ...	5.70	ditto	34.00	ditto.	
	Jugutesingapore ...	3.00	ditto	34.23	ditto.	
	Sumbulpore ...	5.54	ditto	32.97	ditto.	
	Balasore ...	4.03	0.00	41.42	20th Aug. 1871.	
	Bhuddruck ...	8.10	0.45	44.51	ditto.	
	Pooree ...	1.02	0.78	38.88	ditto.	
CHOTA NAGPUR.	Khoordah ...	2.38	Not received	38.57	18th Aug. 1871.	
	Hazareebaugh ...	11.20	4.43	39.86	20th Aug. 1871.	
	Burhee ...	5.28	5.07	30.87	ditto.	
	Pachamba ...	5.78	3.77	43.21	ditto.	
	Ranhee ...	0.45	2.04	44.26	ditto.	
	Palamow ...	8.13	Not received	33.15	13th Aug. 1871.	
	Purulia ...	5.71	5.18	49.01	20th Aug. 1871.	
	Gobindpore ...	4.53	Not received	30.04	13th Aug. 1871.	From 12th June.
	Chyebass ...	12.00	ditto	42.16	ditto.	
	Patna ...	1.09	3.01	36.43	20th Aug. 1871.	
PATNA.	Behar ...	3.54	3.78	42.65	ditto.	
	Barh ...	0.21	1.21	24.51	ditto.	
	Dinapora ...	2.80	3.48	34.07	ditto.	
	Gya ...	7.37	5.78	40.41	ditto.	
	Sherghatty ...	5.68	5.64	33.09	ditto.	
	Nowadah ...	8.06	5.40	30.30	ditto.	
	Arungabad ...	7.00	5.70	31.76	ditto.	
	Chumparan ...	2.30	3.71	27.78	ditto.	
	Bettiah ...	2.55	Not received	27.88	13th Aug. 1871	
	Chuprah ...	10.13	4.75	40.68	20th Aug. 1871.	
BHAWALPUR.	Sewan ...	6.88	5.08	30.38	ditto.	
	Mozafferpore ...	2.41	2.30	38.39	ditto.	
	Durbhangah ...	0.27	1.91	44.49	ditto.	
	Seetamaras ...	1.40	2.08	33.54	ditto.	Not received 5th and 6th August.
	Tajpore ...	3.30	1.70	32.79	ditto.	Not recorded 6th to 19th March.
	Mudhubani ...	0.70	1.73	28.95	ditto	From 1st April.
	Hajipore ...	0.76	2.21	21.72	ditto	From 22nd May.
	Arrah ...	9.41	6.98	42.83	ditto.	
	Buxar ...	8.30	8.00	49.25	ditto.	
	Sameram ...	4.15	5.16	33.31	ditto.	
RAJSHAHI.	Shubboorah ...	3.26	6.71	43.04	ditto.	
	Benares ...	5.70	Not received	33.08	13th Aug. 1871.	
	Bhaugulpore ...	0.85	2.45	28.41	20th Aug. 1871.	
	Mudhlypoorah ...	0.95	Not received	30.51	13th Aug. 1871.	Not received 10th to 16th July.
	Banka ...	1.09	ditto	30.65	ditto.	
	Soopool ...	Not received	1.99	1.89	20th Aug. 1871	From 14th August.
	Sloughyr ...	2.94	8.38	38.44	ditto.	
	Jamooie ...	1.81	3.50	30.73	ditto.	
	Begooarsi ...	2.37	3.04	32.23	ditto.	
	Deoghar ...	3.55	5.97	46.37	ditto.	
BUDDHAWA.	Jauntara ...	3.40	7.45	51.23	ditto	From 18th Feb.
	Rajnehal ...	0.50	3.00	41.80	ditto	From 12th Feb., and not received 20th and 21st May.
	Pakour ...	0.14	1.40	26.74	ditto	From 21st May.
	Purneah ...	1.95	4.29	40.74	ditto	
	Kishengunge ...	1.75	Not received	34.26	13th Aug. 1871	From 18th June.
	Arraria ...	2.86	4.06	35.20	20th Aug. 1871	From 26th June.
	Rampore Beaulash ...	0.28	0.17	54.80	ditto.	
	Nattore ...	0.71	Not received	53.01	19th Aug. 1871.	
	Bugrah ...	0.65	5.80	61.22	20th Aug. 1871.	
	Dinagepore ...	0.50	Not received	48.67	13th Aug. 1871.	
Burdwan.	Maldah ...	0.71	0.05	33.80	20th Aug. 1871.	
	Berhampore ...	2.00	3.04	47.71	ditto.	
	Jungipore ...	0.61	2.07	41.61	ditto.	
	Lalbagh ...	3.98	4.27	40.97	ditto	From 16th Jan.
	Jamokandi ...	3.25	6.13	37.80	ditto	From 17th April and not received 23rd to 30th July.
	Pubna ...	1.04	3.03	65.45	ditto.	Not recorded from 1st May.
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	
	Serajgunge ...	0.59	4.80	58.00	20th Aug. 1871.	
	Bungpore ...	0.50	2.40	64.40	ditto.	
	Bhowanigunge ...	0.35	Not received	45.63	13th Aug. 1871	From 22nd January.
Jehanshad.	Titalya ...	3.56	8.16	50.54	20th Aug. 1871.	
	Burdwan ...	2.82	8.32	46.67	ditto.	
	Cutwa ...	1.62	5.02	44.21	ditto.	
	Culua ...	2.10	6.03	51.04	ditto.	
	Bood-Bood ...	4.35	9.17	51.20	ditto.	
	Bancoorsh ...	2.63	5.27	47.92	ditto.	
	Hameegunge ...	4.28	4.54	41.06	ditto.	
	Sooree ...	2.43	8.28	42.35	ditto.	
	Hognhr ...	3.00	10.32	62.59	ditto.	
	Serampore ...	3.20	3.65	37.85	ditto	From 20th Mar., and not received 17th to 23rd July.
Contai.	Jehanshad ...	Not received	Not received	80.37	27th April 1871	From 21st April, and not received 10th to 16th July.
	Hewrah ...	2.83	8.01	73.05	20th Aug. 1871.	
	Mundpore ...	3.38	4.08	52.59	ditto.	
	{ Dy. Colr.'s Office ...	10.74	1.88	50.33	ditto.	
	Eogr's. Office ...	11.45	2.43	65.60	ditto.	
Gurheta.	Gurheta ...	3.23	3.28	47.05	ditto	From 6th February.
	Tumlock ...	Not received	Not received	46.18	16th July 1871.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, AUGUST 30, 1871. 585

Division.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PURDHOOR.	Kishnaghur	...	1.90	5.20	46.40	20th Aug. 1871.
	Bongong	...	2.21	7.86	50.98	ditto.
	Banaghat	...	3.42	8.90	45.86	ditto.
	Melherpore	...	2.09	Not received	39.28	13th Aug. 1871.
	Chooadangah	...	1.55	5.55	61.35	20th Aug. 1871.
	Kooshteh	...	2.38	8.56	60.06	ditto.
	Jeanoro	...	0.96	8.08	65.92	ditto.
	Khoolnah	...	1.67	10.78	60.94	ditto.
	Jenidah	...	1.61	4.60	66.31	ditto.
	Nurail	...	0.52	4.84	49.95	ditto.
	Maggorah	...	0.12	3.16	32.95	ditto.
	Bairjhaut	...	1.73	7.27	60.42	ditto.
	Saugor Island	...	10.80	4.30	43.40	ditto.
	Calcutta	...	2.20	2.56	71.15	ditto.
	Alipore { Jail	...	2.98	2.43	70.54	ditto.
	Hospital	...	2.84	2.77	75.05	ditto.
	Barrackpore	...	Not received	Not received	67.24	5th Aug. 1871.
	Dum-Dum	...	2.02	1.92	52.00	20th Aug. 1871.
	Barasat	...	8.98	2.85	54.74	ditto.
	Satkherah	...	1.83	5.64	59.98	ditto.
Dacca.	Busseerhut	...	1.61	4.78	68.05	ditto.
	Diamond Harbour	...	2.09	4.28	67.60	ditto.
	Barripore	...	2.03	2.73	68.44	ditto.
	Dacca { Telegraph Office	...	1.36	4.77	71.88	ditto.
	Jail	...	1.10	8.60	67.10	ditto.
	Burrinail	...	0.98	6.07	69.87	ditto.
	Dowlat Khan	...	3.51	9.94	76.64	ditto.
	Perseopore	...	1.53	13.88	70.51	ditto.
	Maderipore	...	0.70	7.68	57.53	ditto.
	Furreedpore	...	0.39	6.70	70.48	ditto.
CHITTAGONG.	Goulnudo	...	0.28	3.41	87.14	ditto.
	Mymensingh	...	0.05	4.91	77.70	ditto.
	Janalpore	...	0.16	5.95	53.95	ditto.
	Attah	...	Nil	1.33	77.00	ditto.
	Kihsorgungs	...	2.60	Not received	75.72	13th Aug. 1871.
	Sylhet	...	5.11	7.28	96.27	20th Aug. 1871.
	Cachur	...	2.55	Not received	61.94	13th Aug. 1871.
	Hylakandy	...	1.15	ditto	0.60	ditto.
	Koyah	...	0.95	ditto	73.74	ditto.
	Chittagong { Telegraph Office	...	1.20	7.70	77.38	20th Aug. 1871.
COOCH BEHAR.	Jail	...	1.09	6.52	81.25	ditto.
	Cor's Bazar	...	3.41	Not received	117.25	13th Aug. 1871.
	Rangamata Hill	...	3.55	ditto	69.38	ditto.
	Noakhally	...	2.11	7.75	89.68	20th Aug. 1871.
	Tipperah	...	0.47	4.15	74.47	ditto.
	Brahmanbariah	...	8.57	Not received	75.07	18th Aug. 1871.
	Akyab	...	5.80	11.60	154.50	20th Aug. 1871.
	Buxa	...	1.96	8.88	128.97	ditto.
	Gowalparah	...	8.35	Not received	69.92	13th Aug. 1871.
	Dhoobree	...	0.80	ditto	43.61	ditto.
AMAN.	Tura (Garo Hills)	...	1.00	ditto	70.08	ditto.
	Darjeeling { Telegraph Office	...	Not received	ditto	70.60	31st July 1871
	Hospital	...	4.80	6.96	70.00	20th Aug. 1871.
	Rungbee	...	Not received	Not received	56.50	30th June 1871.
	Fuliscottah	...	ditto	ditto	43.97	6th Aug. 1871.
	Julpigooree	...	2.33	3.58	64.18	20th Aug. 1871.
	Boda	...	0.58	Not received	41.83	18th Aug. 1871.
	Texpore	...	1.76	ditto	58.31	ditto.
	Nowgong	...	9.17	ditto	63.33	ditto.
	Muuglodye	...	Not received	ditto	42.91	6th Aug. 1871.
CALCUTTA,	Burpattah	...	2.33	ditto	50.85	13th Aug. 1871.
	Gowhatti	...	1.32	ditto	40.38	ditto.
	Seehsugor	...	7.90	ditto	70.80	ditto.
	Jorehaut	...	4.49	ditto	63.21	ditto.
	Golaghata	...	2.09	ditto	70.45	ditto.
	Nazeerah	...	7.91	ditto	74.51	ditto.
	Debroghur	...	8.48	ditto	75.04	ditto.
	Suddya	...	Not received	ditto	60.31	30th Juno 1871.
	Shillong	...	0.66	ditto	47.37	18th Aug. 1871.
	Cherrapoonjee	...	6.66	ditto	213.10	ditto.
The 26th August 1871.	Jowai	...	9.77	ditto	80.21	ditto.
	Samoogoodting	...	Not received	ditto	30.03	6th Aug. 1871.

HENRY F. BLanford,

Meteorological Reporter to the Govt. of Bengal.

## Meteorological Telegraphic Report for the period 20th to 26th August 1871.

STATION	Date.	Hour.	Barometer reduced to 82°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.	
					Dry.	Wet.		Direction.	Velocity.				
<b>AUGUST</b>													
CALCUTTA.	20th	10	29.693	29.711	85.2	80.3	79	S S W	...	...	S.		
	16	29.616	29.634	85.2	82.3	89	S S W	...	...	S	....	o, d	
	21st	10	29.616	29.711	83.0	82.0	95	S by W	...	0'03	S	....	o
	16	29.687	29.695	87.0	82.4	81	S by W	...	2'13	S	....	o	
	22nd	10	29.701	29.722	81.0	79.9	93	S S W	...	0'09	K	....	
	16	29.682	29.690	86.0	81.5	81	S W	...	0'02	S, CK			
	23rd	10	29.689	29.707	83.5	79.8	86	W	...	...	S		
	16	29.693	29.611	86.6	81.0	77	W by S	...	...	S	CS		
	24th	10	29.718	29.738	83.4	77.6	76	W by S	...	...	C, K		
	16	29.621	29.639	87.4	81.0	74	W	...	...	S, C			
	25th	10	29.700	29.778	81.4	79.9	81	S S W	...	...	S		
	16	29.654	29.669	88.0	81.0	72	S W	...	...	S			
	26th	10	29.774	29.792	83.2	80.6	80	W S W	...	...	....	o, d	
	16	29.682	29.680	84.6	80.6	83	W by S	...	...	K			
BAGOR ISLAND.	20th	10	29.720	29.726	87	84	87	S S W	15'1°	...	N	b	
	16	29.628	29.631	87	83	83	S S W	18'3°	...	N	o		
	21st	10	29.723	29.729	85	82	87	S S W	16'0°	0'10	N	o, n, u	
	16	29.614	29.620	87	83	83	S	21'0°	...	N	b		
	22nd	10	29.714	29.722	85	81	83	S	8'4°	0'10	N	o, n	
	16	29.597	29.603	86	82	83	S S W	17'1°	...	N	m, o, u		
	23rd	10	29.701	29.707	87	83	83	S S W	8'7°	0'10	N	b, m	
	16	29.614	29.620	86	81	79	S	10'3°	...	N	m, o		
	24th	10	29.740	29.746	84	82	91	S W	0'2°	...	N	b, m, u	
	16	29.636	29.641	87	82	79	S	6'0°	...	N	b, m		
	25th	10	29.774	29.780	86	82	83	W	18'8°	...	K	b	
	16	29.607	29.613	88	81	72	S S E	6'3°	...	N	o		
	26th	10	29.787	29.793	86	82	83	S W	6'3°	...	N	b	
	16	29.689	29.675	87	83	83	S	4'7°	...	N	o		
CUTTACK.	20th	10	29.658	29.768	83	78	78	E S E	0'8°	...	K, Ks		
	16	29.680	29.689	82	78	82	W	14'6°	...	K, Ks	n		
	21st	10	29.680	29.808	77	76	95	E	8'1°	0'80	N	d, g	
	16	29.637	29.748	78	76	90	S	6'3°	1'20	N	d, n, g		
	22nd	10	29.676	29.788	77	76	95	E S E	6'1°	8'20	N	r, g	
	16	29.579	29.689	63	79	87	S W	11'4°	...	K, Ks			
	23rd	10	29.689	29.781	77	70	95	S W	7'3°	1'70	N	r, o	
	16	29.579	29.689	82	78	82	S	11'1°	...	CK, C	b		
	24th	10	29.608	29.808	83	70	83	S E	6'0°	...	CK, Ks		
	16	29.614	29.724	85	80	79	S	12'7°	...	CK, C			
	25th	10	29.716	29.826	84	80	83	S W	4'5°	...	CK, K, C	b	
	16	29.624	29.734	86	70	75	S W	9'4°	...	Ks, C			
	26th	10	29.775	29.885	84	78	79	S W	3'9°	...	K, C	b	
	16	29.627	29.737	83	79	83	S W	10'6°	...	K, CK, C	b		
MADRAS.	19th	10	29.629	29.659	91	76	47	W	5°	...	....	b	
	16	29.715	29.745	90	78	56	E	10°	...	....	bo		
	20th	10	29.840	29.870	90	79	59	S S W	10°	0'12	....	bo	
	16	29.710	29.778	87	78	65	E S E	11°	...	....	b		
	21st	10	29.636	29.666	91	78	53	S W	10°	...	....	bo	
	16	29.732	29.762	91	78	58	S E by S	10°	...	....	bo		
	22nd	10	29.631	29.661	90	75	47	W	10°	...	....	b, m	
	16	29.728	29.758	90	78	50	E N E	9°	...	....	b, m		
	23rd	10	29.607	29.637	93	76	45	W	9°	...	....	b, m	
	16	29.648	29.718	89	70	52	N E	10°	...	....	b		
	24th	10	29.629	29.659	92	77	49	S by W	6°	...	....	b	
	16	29.717	29.747	88	77	58	E S E	15°	...	....	bo		
	25th	10	29.850	29.880	91	76	47	S by W	12°	...	....	b, m	
	16	29.765	29.785	87	78	65	E	8°	...	....	bo		
COTTAKE.	20th	10	29.674	29.766	89	78	59	S S W	0'3°	...	CK, Ks	cloudy	
	16	29.567	29.643	90	80	63	S W	0'6°	...	Ks	cloudy		
	21st	10	29.679	29.761	86	79	75	S W	0'3°	...	CK	cloudy	
	16	29.610	29.692	88	78	76	S W	0'7°	...	N	"		
	22nd	10	29.682	29.764	85	79	75	S W	0'1°	...	C	dewy	
	16	29.680	29.663	83	76	74	S S W	0'6°	...	N	o, d		
	23rd	10	29.659	29.741	87	79	68	W S W	0'3°	...	Ks	fair	
	16	29.658	29.639	91	78	68	W S W	0'4°	...	N	fair		
	24th	10	29.696	29.778	88	79	65	W S W	0'1°	0'10	Ks	fair	
	16	29.692	29.673	91	82	66	W S W	0'2°	...	Ks, N	fair		
	25th	10	29.726	29.806	87	80	73	W S W	0'1°	...	C, K	fair	
	16	29.682	29.708	91	80	60	W	0'6°	...	K	fair		
ARYAN.	20th	10	29.810	29.826	81	77	82	S	1	...	K, S	g	
	16	29.718	29.738	82	78	82	S W	1	...	K, Ks, C	g		
	21st	10	29.622	29.687	80	78	91	S	1	0'10	Ks	d w	
	16	29.725	29.740	83	80	87	S W	1	0'10	K, Ks	m, o		
	22nd	10	29.603	29.618	80	78	91	W	1	0'50	K, Ks	d	
	16	29.703	29.718	80	78	91	E N E	1	0'10	N, Ks	d		
	23rd	10	29.771	29.786	77	76	95	E	1	1'70	N	r	
	16	29.691	29.706	77	76	90	E	1	1'70	Cs, K	r		
	24th	10	29.601	29.616	77	75	90	S E	1	0'40	Ks, N	r	
	16	29.693	29.708	80	78	91	S S	1	0'30	K, Ks	g		
	25th	10	29.797	29.812	83	78	62	E W	1	...	O, K, Ks, CK	g	
	16	29.705	29.720	83	80	87	W	1	0'10	C, Cs, K	g		
	26th	10	29.840	29.855	77	76	90	S E	1	3'40	K, CK, Ks	g	
	16	29.726	29.743	83	77	78	S S W	1	...	K, CS	g		

• Velocity of wind in miles per hour.

CALCUTTA,  
The 26th August 1871.HENRY F. BLANFORD,  
Meteorological Reporter to the Government of Bengal.

**Abstract of the Results of the Hourly Meteorological Observations taken at the Surveyor-General's Office, Calcutta, in the month of July 1871.**

LATITUDE  $22^{\circ} 33' 1''$  north, longitude  $88^{\circ} 20' 34''$  east. Height of the cistern of the standard barometer above the sea-level, 18.11 feet.

**MONTHLY RESULTS.**

	Inches.
Mean height of the barometer for the month	... 29.551*
Max. height of the barometer occurred at 11 A.M. on the 13th	... 29.724
Min. height of the barometer occurred at 4 P.M. on the 30th	... 29.359
<i>Extreme range</i> of the barometer during the month	... 0.365
Mean of the daily max. pressures	... 29.606
Ditto ditto min. ditto	... 29.492
<i>Mean daily range</i> of the barometer during the month	... 0.114
<hr/>	
Mean dry bulb thermometer for the month	... $\Theta$ 82.5
Max. temperature occurred at 1 P.M. on the 29th	... 90.5
Min. temperature occurred at 6 A.M. on the 2nd	... 75.5
<i>Extreme range</i> of the temperature during the month	... 15.0
Mean of the daily max. temperature	... 86.8
Ditto ditto min. ditto	... 79.4
<i>Mean daily range</i> of the temperature during the month	... 7.4
<hr/>	
Mean wet bulb thermometer for the month	... 80.0
Mean dry bulb thermometer above mean wet bulb thermometer	... 2.5
Computed mean dew-point for the month	... 78.2
Mean dry bulb thermometer above computed mean dew-point	... 4.8
<hr/>	
Mean elastic force of vapour for the month	... Inches. 0.946
<hr/>	
Mean weight of vapour for the month	... Troy grain. 10.17
Additional weight of vapour required for complete saturation	... 1.47
Mean degree of humidity for the month, complete saturation being unity	... 0.87
<hr/>	
Mean max. solar radiation thermometer for the month	... $\Theta$ 187.2
<hr/>	
Rained 30 days,—max. fall of rain during 24 hours	... Inches. 8.25
Total amount of rain during the month	... 15.93
Total amount of rain indicated by the gauge* attached to the anemometer during the month	... } 14.77
Prevailing direction of the wind	... S by E, S & S S W.

\* Height, 70 feet 10 inches above ground.

The 25th August 1871.

GOPEENAUTH SEN,  
In charge of the Observatory.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANTISE AND MINERAL TRAFFIC.			Total traffic receipts.						
	Number of passengers.	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.							
Total traffic for the week ...	83,297	94,496	15 3	8,856	14 5	817,176	0	1,59,174	5 0	14,500	19 7	23,247	14 9
Or per mile of railway ...		73	12 11	6	15 4	124	6 6	11	8 1	16	3 5		
For previous 5 weeks of half-year ...	440,906	5,60,555	7 9	40,551	16 9	2,068,000	10	18,21,065	0 0	121,000	6 6	170,051	2 3
Total for 6 weeks ...	531,563	6,35,002	7 0	68,806	11 2	2,385,265	10	14,80,257	14 0	135,000	6 1	193,806	17 3
COMPARISON.													
Total for corresponding week of previous year ...	86,133	1,04,756	8 8	9,002	16 9	451,781	30	8,38,046	4 9	31,000	6 4	40,000	8 1
Per mile of railway corresponding week of previous year ...		93	9 4	8	9 9	.....		298	3 5	27	8 6	35	18 3
Total to corresponding date of previous year ...	564,931	6,97,840	14 4	63,000	6 0	8,122,395	10	21,16,185	10 5	100,000	12 8	207,062	19 8

## EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 233 miles open.

	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.							
Total traffic for the week ...	2,003	7,163	13 6	654	13 9	26,797	20	7,206	9 6	600	12 1	1,317	5 18
Or per mile of railway ...		32	2 0	2 18 11		32	6 1	2	19 3		5 18 2		
For previous 5 weeks of half-year ...	18,480	44,240	13 8	4,056	4 9	164,678	30	41,432	6 3	8,707	10 4	7,884	4 1
Total for 6 weeks ...	21,473	51,413	11 2	4,712	16 6	210,476	20	48,638	15 9	4,458	11 5	9,171	9 11
COMPARISON.													
Total for corresponding week of previous year ...	3,140	8,077	18 4	740	9 5	16,726	0	5,423	6 8	407	3 11	1,237	13 4
Per mile of railway corresponding week of previous year ...		86	3 7	8 6 5		94	8 1	2	4 7		5 11 0		
Total to corresponding date of previous year ...	21,210	54,406	11 5	4,987	5 8	116,908	0	35,887	11 0	3,887	17 5	8,375	3 1

## EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 12th August 1871, on 156½ miles open.

	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.								
Total traffic for the week ...	26,889	18,592	3 8	1,245	0 8	160,216	8	65,456	7 9	6,036	16 11	7,251	17 7	
Or per mile of railway ...	109	66	12 7	7 19 1	1,024	0	420	13 11	38	11 6	46	30 7		
For previous 5 weeks of half-year ...	140,519	81,126	13 11	7,436	16 2	572,274	27	2,11,008	15 11	19,597	9 9	26,834	5 11	
Total for 7 weeks ...	172,908	94,711	0 7	8,051	16 10	732,600	55	2,77,465	7 8	35,634	6 8	34,116	3 6	
COMPARISON.														
Total for corresponding week of previous year ...	22,881	10,947	2 1	1,008	9 9	68,530	26	15,548	0 6	1,424	18 9	2,426	3 6	
Per mile of railway corresponding week of previous year ...	106	66	10 7	8 17 3	665	0	137	8 10	13	11 7	91	9 10		
Total to corresponding date of previous year ...	154,111	70,154	14 0	7,250	12 4	583,955	20	97,615	9 2	8,940	1 11	16,306	16 8	

## CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 12th August 1871, on 28 miles open.

	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.							
Total traffic for the week ...	4,589	719	15 6	71	10 11	10,456	20	326	10 0	89	15 4	104	15 8
Or per mile of railway ...	162	25	11 9	8	11 3	373	18	11	10 8	1	3 4	3	14 7
For previous 10 weeks of half-year ...	120,926	22,460	10 9	2,346	1 4	196,036	0	5,785	2 6	678	10 5	8,834	11 7
Total for 20 weeks ...	126,534	23,100	10 3	2,510	1 3	203,404	20	6,711	13 6	611	3 7	2,809	4 10
COMPARISON.													
Total for corresponding week of previous year ...	4,581	746	3 0	74	12 8	6,777	20	301	12 0	20	3 6	94	15 0
Per mile of railway corresponding week of previous year ...	163	20	10 4	8 13 3	348	0	7	8 3	0	14	0	3	7 0
Total to corresponding date of previous year ...	110,706	18,825	11 3	1,988	11 5	206,460	20	7,180	18 3	718	1 8	2,000	18 1

No. 36

of 1871



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 6, 1871.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.*

### CONTENTS.

Page.	Page.
Administration Report of the Dacca Municipality for 1870-71	589
Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 2nd September 1871	594
Weekly Report of Rainfall compiled at the Meteorological Reporter's Office	594
Meteorological Telegraphic Report for the period 27th August to 2nd September 1871	596
Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta, during the half month 16th to 31st July 1871	597
Mean Pressures and Temperatures of the preceding table reduced to sea-level, with mean wind directions	598
Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st August 1871	599
Weekly Return of traffic receipts on Indian Railways	600

### Administration Report of the Dacca Municipality for 1870-71.

From F. B. SIMSON, Esq., Commissioner of the Dacca Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 183, dated Dacca, the 16th August 1871.)

I HAVE the honor to submit herewith copy of an annual administration report and a statement of actual receipts and expenditure of the Dacca municipality for the year 1870-71.

2 I have very little to write on the report. The chairman has not remarked upon the attendance of the members at municipal meetings; but I may say that throughout the year there has been no complaint from the newspapers or individuals, and if anything worthy of animadversion had occurred, this silence would certainly have been broken. The attention of the committee lately has been chiefly directed to the proposed improvements of the town, for which the Government of India has authorized advance of funds. This is the subject of separate correspondence.

From D. R. LYALL, Esq., Chairman of the Municipal Commissioners, Dacca, to the Commissioner of the Dacca Division,—(No. 56, dated Dacca, the 26th May 1871.)

I HAVE the honor to submit the following account of the receipts and disbursements of the Dacca municipality for the year ended 31st March 1871.

2. In the accompanying statement the total receipts will be found to amount to Rs. 47,646. The collections of house tax have realized Rs. 34,400, a sum which may be considered a fair result. Arrears under this head include one important item, viz. the tax due on Government buildings, amounting nearly to Rs. 2,000; but they will be speedily realized in full or written off as unrealizable.

3. The sum of Rs. 3,500 (which is considerably in excess of amount collected last year) has been realized on account of wheel tax. Additional agency has been employed for the collection of this tax, the work being too much for one man, and arrears—which amounted at close of the year to Rs. 2,557—have rapidly diminished. The vice-chairman has given his special attention to this point.

4. Ferries have been let at an enhanced rent for the ensuing year, and all arrears have been paid up, the total sum realized for 1870-71 being Rs. 3,860. Other minor receipts accruing from pound, bazar rents, &c., have almost fully realized the sum estimated for each.

5. The expenditure for the past year has amounted to Rs. 45,600, a balance of Rs. 2,007 having been carried to next year's account.

6. The municipality has no debts outstanding, and I have the honor to report that the administration of its funds, according to disbursements shown in accompanying statement, has met with careful consideration.

7. The improvement of the sanitary state of the city has been under the frequent consideration of the committee, everything as far as available funds permitted having been done to this desirable end.

8. The Act has been worked regularly, and many nuisances have been removed. 2,200 notices have been issued, and 650 summonses served on offenders against Act and by-laws.

9. The roads of the city have kept in good repair, and about a mile of new road-work has been finished, good materials having been laid to an average depth of five inches. The balance in hand enables us to have the roads put at once into proper order, whereas in former years there has been delay from want of funds. In this balance the Government contribution of Rs. 500 on damage done by elephants is included, it having not yet been spent.

10. The expense of collection is about 11 per cent., owing to the large amount of small items. I see no means of decreasing this.

*Statement of the actual receipts and expenditure of the Dacca Municipality for the year 1870-71.*

RECEIPTS.

Rs. As. P.

Balance of last year .....			216 9 1
Amount collected on account of the rate of 7½ per cent. upon the annual value of houses, buildings, and lands			34,477 2 6
Ditto	ditto	of tax on carriages, horses, and elephants .....	3,564 8 0
Ditto	ditto	of fines, &c., under Act III of 1864 .....	192 6 8
Ditto	ditto	of rent of Committeeegunj Bazar .....	1,477 18 0
Ditto	ditto	of rent of Company's garden	160 0 0
Ditto	ditto	of rent of the upper story of municipal office .....	500 0 0
Ditto	ditto	of license fees .....	202 0 0
Ditto	ditto	of miscellaneous receipts .....	1,386 10 3
Ditto	ditto	of fees .....	15 1 0
Ditto	ditto	of ferries .....	3,860 1 0
Ditto	ditto	of pounds .....	1,644 12 9
Total .....			47,646 15 10

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 6, 1871. 591

EXPENDITURE.

	Rs. As. P.
Charges incurred in the collection of tax on carriages and horses, &c., and of the rate of 7½ per cent. upon the annual value of houses, buildings, and lands	... 4,298 15 3
Conservancy charges	... 7,763 2 9
Amount paid for the maintenance of the city police	... 16,501 1 0
Ditto for repair of committee's tiled huts	... 208 13 3
Ditto for filling up tanks and hollows	... 66 4 0
Ditto for construction of four filth carts	... 409 7 0
Ditto for surface drainage	... 8 6 3
Ditto for repair to bridges and culverts	... 362 2 9
Ditto for construction of six conservancy carts	... 712 8 0
Ditto for purchase of four bullocks	... 100 0 0
Amount expended for new metalling roads—	
I. Road leading from sudder pound to Koonjee Baboo's house	... 1,008 3 9
II. Dig Bazar road	... 702 3 8
III. Beygum Bazar road	... 386 13 3
IV. Panioty's Lane road	... 478 1 6
V. Steamer ghaut road	... 267 1 6
VI. Road leading from the south of the sudder ameen's court to the south of the judge's court	... 264 2 6
Amount paid for metalling the bund road with rubbish	... 169 8 0
Ditto for repair of the existing roads	... 426 8 3
Ditto as vaccination charges	... 360 0 0
Amount laid out for petty miscellaneous works	... 62 12 6
Ditto for watering the streets	... 1,734 1 3
Establishment of the office of the municipal commissioners constituted under Act III of 1864	... 4,150 14 6
Contingencies of the office of the municipal commissioners, viz.—	
Printing charges	... 290 11 0
Law charges	... 210 11 0
Miscellaneous	... 184 14 6
	686 4 6
Establishment entertained for the repairs of roads	... 4,511 13 9
Balance on the 31st of March 1871	... 2,007 11 1
Total	... 47,646 15 10

DACCA MUNICIPALITY,  
The 26th May 1871.

D. R. LYALL,  
*Commissioner.*

*Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd September 1871.*

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Sept. 1st	.6	Favorable ...	Good, the heavy floods subsiding.	
2	Monghyr	" 2nd	2.4	Fair ...	Bhadoi very much injured. Amun pretty fair now.	
3	Purneah	Aug. 26th	8.8	Rain and sun ...	Both Bhadoi and Aughany are much injured by the floods.	
4	Rajmehal	Sept. 2nd	4.1	Rains and storms	No change.	
5	Deoghor	" 2nd	1.2	Favorable ...	Bhadoi 4 annas loss.	
6	Nya Doonka	" 2nd	3.8	Dry	Very favorable all round.	
7	Godda	Aug. 26th	•	Cool and cloudy	Bhadoi gone; late rice excellent.	*No rain gauge.
8	Pakour	Sept. 2nd	.6	Seasonable ...	No change.	
9	Jamtara.	" 2nd	1.6	Rainy and cloudy	Bhadoi almost entirely lost by floods and continual rain; rice also considerably damaged.	
10	Patna	" 2nd	1.6	Rainy and cloudy	Bhadoi injured; rice good.	
11	Gya	" 2nd	.4	Seasonable ...	Bhadoi excellent. Aughany sown.	
12	Chumparun	Aug. 25th	4.2	Cool ...	Bhadoi and Aughany hopelessly injured by the excessive rains and the floods of the Ganges.	
13	Sarun	" 26th	3.	Wet and unfavorable.	Bhadoi half destroyed; rice promises well.	
14	Shahabad	Sept. 2nd	1.4	Rather rainy ...	Hopeful, but some damage has been done by floods. Ganges, Bhagiruthie, and Gunduck daily rising.	
15	Tirhoot	" 2nd	2.7	Rain and cloudy	Ous slightly injured; Amun good.	
16	Rajshahye.				Ous much damaged; Amun good.	
17	Bogra	Aug. 25th	5.2	Unpromising ...	Favorable.	
18	Dinagepore	" 26th	5.9	Thunder and lightning.	Favorable.	
19	Maldah	" 26th	2.9	Rainy ...	Good, but partially injured by inundation.	
20	Moorshedabad	Sept. 2nd	1.4	Rainy ...	Gloomy. Floods have done further damage.	
21	Pubna	Aug. 26th	3.1	Seasonable ...	Ous slightly injured; Amun good.	
22	Rungpore	" 26th	6.6	Rainy ...	The rain has done good to the crops.	
23	Burdwan	Sept. 2nd	5.1	Rainy and fair.	Ous partly damaged, and Amun good.	
24	Bancoorah	" 2nd	.8	Hot ...	Favorable.	
25	Beerbboom	" 2nd	2.7	Rain and sun ...	Good.	
26	Hooghly	" 2nd	2.	Fair ...	Favorable, with partial damage to the early crops.	
27	Howrah	" 2nd	2.	Favorable ...	Favorable.	
28	Midnapore	" 1st	1.8	Favorable ...	Good where there have been no floods.	
29	Nuddea	" 2nd	2.6	Generally fair ...	1/3 of the Ous and 1/3 of the Amun will be lost owing to the floods, which are daily increasing.	
30	Jessore	" 1st	1.7	Cloudy and hot ...	Ous partly damaged, and Amun almost gone, being mostly under water.	
31	24 Pergunnahs	" 2nd	.7	Rainy and cloudy	Good generally.	
32	Daaca					
33	Backergunge	Aug. 26th	5.5	Rain and sun ...	Favorable.	
34	Furreedipore	" 26th	5.8	Rainy ...	Excellent.	
35	Mymensingh	" 26th	12.4	Very wet and cool.	Rains will benefit the crops.	
36	Sylhet,	" 26th	5.1	Mild ...	Good. Ous partly damaged.	
37	Cachar	" 26th				

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 6, 1871. 593

Number.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
38	Chittagong.	Aug. 25th	7·4	Very rainy ...	No injury to the crops.	
39	Noakhally or Bullooh	" 25th	6·5	Rainy ..	Good.	
40	Tipperah	" 26th	9·6	Rainy ...	Good.	
41	Hill Tracts of Chittagong	" 19th	2·5	Rain ...	Rice good; cotton thriving.	
42	Cuttack	" 26th	·3	Fine ...	Good	
43	Balasore	Sept. 2nd	·3	Good ...	Excellent.	
44	Pooree	Aug. 25th	·2	Not good ...	Very fair.	
45	Hazaribagh	Sept. 2nd	·9	Favorable ...	Favorable.	
46	Lohardugga				Good	
47	Maunbloom	Sept. 2nd	2·9	Very favorable	Very favorable.	
48	Singbloom	Aug. 26th	·7	Seasonable ...	Fair.	
49	Durrung	" 26th	8·2	Rain and sun ...	Favorable, but in some places floods have done injury.	
50	Nowgong	" 26th	20·5	Rainy ...	Good, but some damage by floods.	
51	Seesaugor.	" 26th	13·6	Very damp, worm, and unhealthy.		
52	Kamroop	" 26th	7·1	Rainy ..	Rains have done good.	
53	Luckimpore.	" 26th	3·6	Rainy and cloudy	Satisfactory.	
54	Khasi and Jynteah Hills.	" 26th	6·7	Rainy ...	Promising well.	
55	Naga Hills.					
56	Julpigoree	" 26th	11.	Wet ...	Rains have done good.	
57	Gowalparah	" 26th	5·1	Rainy ...	Cultivation going on.	
58	Garo Hills	" 26th	10·3	Seasonable ...	Healthy.	
59	Darjeeling	" 26th	10·8	Rainy ...	No change.	
60	Cooch Behar	" 26th	*	Seasonable ...	Good.	No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :  
The 5th September 1871.

C. BERNARD,  
Offy. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological Reporter's Office,**

Division.	Stations.	Rainfall from 14th to 20th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CHHOTA NAGPUR.	Cuttack { Telegraph Office ..	Nil	0·10	42·88	27th Aug. 1871.	
	Jail ..	0·09	0·25	38·81	ditto.	
	Falso Point ..	0·20	Not received	44·10	20th Aug. 1871	
	Jaipore ..	1·25	1·44	70·10	27th Aug. 1871.	
	Kendraparah ..	0·40	Nil	35·30	ditto.	
	Jugutsingpore ..	0·20	1·40	36·83	ditto.	
	Sambulpore ..	Not received	Not received	32·97	13th Aug. 1871.	
	Balasore ..	0·00	2·18	43·00	27th Aug. 1871.	
	Bhuddruck ..	0·45	0·32	44·86	ditto.	
	Pooree ..	0·78	1·20	40·08	ditto.	
PATNA.	Khoordah ..	0·71	4·20	48·67	ditto.	
	Hazareebagh ..	4·43	0·41	40·27	ditto.	
	Burhee ..	5·87	1·50	38·37	ditto.	
	Pachambar ..	8·77	2·85	46·06	ditto.	
	Ranchore ..	2·04	3·27	47·53	ditto.	
	Palamow ..	3·57	2·52	39·24	ditto.	
	Purulia ..	5·18	4·18	53·00	ditto.	
	Gobindpore ..	5·00	4·78	40·80	ditto.	
	Chyebassa ..	0·89	0·09	43·74	ditto.	
	Patna ..	3·01	2·72	39·14	ditto.	
BENGAULPORE.	Behar ..	8·78	1·94	44·59	ditto.	
	Barh ..	1·21	1·13	25·64	ditto.	
	Dinapore ..	3·48	0·33	40·40	ditto.	
	Gya ..	5·76	1·38	41·79	ditto.	
	Sherghatty ..	6·04	3·02	37·01	ditto.	
	Nowadah ..	5·40	0·07	39·09	ditto.	
	Arungabad ..	5·70	1·26	33·02	ditto.	
	Chumparan ..	8·71	Not received	20·29	20th Aug. 1871	
	Bettiah ..	0·75	ditto	28·01	ditto	
	Chiruprah ..	4·75	2·90	40·58	27th Aug. 1871.	
RAJASTHAN.	Sewan ..	5·08	6·00	45·99	ditto.	
	Mozuflerpore ..	2·30	1·80	40·10	ditto.	
	Durbhangah ..	1·91	9·18	52·67	ditto.	
	Seetamares ..	2·08	7·93	41·47	ditto.	
	Tajpore ..	1·70	2·00	61·79	ditto.	
	Mudhubani ..	1·73	11·09	40·64	ditto.	
	Hajipore ..	2·21	9·43	25·15	ditto.	
	Arrah ..	6·96	5·70	49·53	ditto.	
	Buxar ..	6·80	4·58	63·93	ditto.	
	Sassaram ..	5·16	2·60	36·01	ditto.	
BENGAL.	Bhubbloob ..	6·71	2·31	46·95	ditto.	
	Banarea ..	4·05	2·50	39·69	ditto.	
	Bhangulpore ..	2·45	0·02	20·38	ditto.	
	Mudheypurah ..	1·23	6·20	42·29	ditto.	
	Barka ..	0·44	3·17	34·26	ditto.	
	Soopool ..	1·89	12·25	14·14	ditto.	
	Moughyr ..	3·86	5·49	49·08	ditto.	
	Jamoonie ..	3·50	2·30	30·03	ditto.	
	Begoosari ..	8·04	1·54	33·77	ditto.	
	Deoghur ..	5·07	1·74	48·11	ditto.	
CONNAUGHT.	Jamtara ..	7·45	4·10	55·33	ditto.	
	Kajmechal ..	3·00	6·20	48·00	ditto.	
	Pakour ..	1·40	5·30	32·04	ditto.	
	Purneah ..	4·22	9·71	50·65	ditto.	
	Kishengunge ..	4·06	Not received	38·39	20th Aug. 1871	
	Arraria ..	6·66	5·24	40·44	27th Aug. 1871	
	Rampore Beauleah ..	6·17	5·70	60·60	ditto.	
	Nattore ..	1·87	3·09	58·87	ditto.	
	Bograh ..	5·59	6·50	70·72	ditto.	
	Dimagepore ..	4·44	4·99	56·10	ditto.	
CONNAUGHT.	Maldah ..	0·05	2·71	36·31	ditto.	
	Berhampore ..	3·64	2·44	50·15	ditto.	
	Jungipore ..	2·97	3·53	45·14	ditto.	
	Lallagh ..	4·27	2·74	42·71	ditto.	
	Jamookandi ..	6·13	4·09	44·98	ditto.	
	Pubna ..	3·08	2·28	57·78	ditto.	
	Serajgunge ..	4·80	2·08	60·08	ditto.	
	Rungpore ..	2·40	6·10	70·70	ditto.	
	Bhowanigunge ..	2·33	3·24	61·20	ditto.	
	Titalya ..	3·16	7·06	57·60	ditto.	
CONNAUGHT.	Burdwan ..	8·33	8·01	60·58	ditto.	
	Cutwa ..	5·02	3·44	47·65	ditto.	
	Cuina ..	6·03	2·03	53·97	ditto.	
	Bood-Bood ..	9·27	8·03	55·18	ditto.	
	Bancoorah ..	5·27	2·17	50·00	ditto.	
	Gansegunge ..	4·58	4·23	46·28	ditto.	
	Soorse ..	8·23	3·74	44·09	ditto.	
	Hoogli ..	10·32	1·00	64·40	ditto.	
	Serampore ..	8·45	8·75	49·98	ditto.	
	Jehamnabad ..	Not received	Net received	30·37	28th July 1871	
MADRAS.	Howrah ..	8·01	2·02	75·07	27th Aug. 1871.	
	Madnapore ..	4·08	3·20	65·79	ditto.	
	Conrai { Dy. Colr.'s Office ..	1·88	0·31	50·04	ditto.	
	Hug's. Office ..	2·43	0·59	60·19	ditto.	
	Gurhett ..	3·28	2·04	49·09	ditto.	
BOMBAY.	Tumloc ..	6·37	1·07	63·19	ditto.	
					From 6th February.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 6, 1871. 595

DIVISION.	Stations.	Rainfall from 14th to 26th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PARBURI.	Kishnaghur	5'29	3'00	48'40	27th Aug. 1871.	
	Bongong	7'86	Not received	67'98	20th Aug. 1871.	
	Ramaghat	3'90	2'49	48'05	27th Aug. 1871.	
	Miehpore	2'43	Not received	41'71	20th Aug. 1871.	
	Chooadangah	5'65	ditto	61'35	ditto.	
	Kooshteh	3'60	3'07	63'12	27th Aug. 1871.	
	Jessore	4'06	4'31	70'23	ditto.	
	Khoonah	10'76	2'01	62'95	ditto.	
	Jenidah	4'10	7'44	73'75	ditto.	
	Nurail	4'84	1'08	61'03	ditto.	
	Magoorah	3'16	2'27	35'22	ditto.	
	Bagirhaut	7'27	3'97	64'39	ditto.	
	Saugor Island	4'70	0'50	73'90	ditto.	
	Calcutta	2'66	2'97	75'25	ditto.	
	Alipore { Jail	2'63	2'92	79'46	ditto.	
	Hospital	2'77	2'56	78'21	ditto.	
	Barrackpore	Not received	Not received	66'24	6th Aug. 1871.	
	Dum-Dum	1'92	ditto	62'00	20th Aug. 1871.	
	Baraset	2'85	ditto	51'74	ditto.	
	Sathnerah	5'54	ditto	59'88	ditto.	
	Bussorhant	4'78	ditto	58'95	ditto.	
	Diamond Harbour	4'28	ditto	67'80	ditto.	
	Barrapore	2'73	ditto	66'44	ditto.	
DACC.	Dacc { Telegraph Office	4'77	1'68	73'48	27th Aug. 1871.	
	Jail	3'50	1'80	68'70	ditto.	
	Burrusul	6'07	3'08	72'03	ditto.	
	Dowlat Khan	9'94	7'41	84'05	ditto.	
	Perozepore	13'88	3'92	74'43	ditto.	
	Madianpore	7'94	3'32	65'04	ditto.	
	Furusditors	6'70	6'08	70'64	ditto.	
	Goalundo	3'41	4'65	41'79	ditto.	
	Mymensing	4'04	Not received	77'70	20th Aug. 1871.	From 6th June.
	Jamalpore	5'97	7'12	62'15	27th Aug. 1871.	Not received 12th to 18th June.
	Atteah	1'43	3'77	80'77	ditto.	
	Kishoregunge	1'65	Not received	77'37	20th Aug. 1871.	
	Sylhet	7'28	10'78	107'05	27th Aug. 1871.	
	Cachar	2'26	Not received	64'20	20th Aug. 1871.	Not received 10th to 23rd July.
	Hylakandy	4'24	ditto	64'84	ditto.	Not received 17th to 23rd July and 31st July to 6th Aug.
CHITTAGONG.	Koyah	0'98	ditto	74'72	ditto	31st July to 6th Aug.
	Chittagong { Telegraph Office	7'70	7'30	84'68	27th Aug. 1871.	
	Jail	6'62	7'02	88'27	ditto.	
	Cox's Bazar	10'20	Not received	130'45	20th Aug. 1871.	
	Rangamates Hill	2'48	ditto	71'86	ditto.	
	Noakhally	7'75	4'84	94'50	27th Aug. 1871.	
	Tipperah	4'15	8'70	83'17	ditto.	
	Brulmanbaria	2'99	Not received	78'09	20th Aug. 1871.	
	Akyab	11'60	8'80	103'30	27th April 1871.	
	Buxa	8'48	10'88	130'30	ditto.	
COOCH BEAR.	Gowpalparah	1'67	Not received	71'59	20th Aug. 1871.	
	Dhoobree	1'25	7'80	52'66	27th Aug. 1871.	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	4'66	8'01	82'75	ditto.	
	Darjeeling { Telegraph Office	Not received	Not received	70'69	31st July 1871.	
	Hospital	6'96	9'34	88'43	27th Aug. 1871.	
	Rungbee	Not received	Not received	117'04	31st July 1871.	
	Falcottah	ditto	ditto	43'97	31st Aug. 1871.	
	Julipgooree	3'69	11'27	76'45	27th Aug. 1871.	
	Boda	6'94	6'85	54'62	ditto	Not received 31st July to 6th Aug.
	Terpore	2'94	Not received	61'25	20th Aug. 1871.	
ASSAM.	Nowgong	10'64	21'80	95'17	27th Aug. 1871.	
	Mungledya	1'67	Not received	51'74	20th Aug. 1871.	From 30th January.
	Burpettah	2'08	ditto	59'03	ditto.	
	Gowhatty	4'09	ditto	44'47	ditto.	
	Seebnugor	8'76	ditto	85'56	ditto.	
	Jorehont	6'53	ditto	68'74	ditto.	
	Golaghat	3'94	ditto	80'30	ditto.	
	Nazeerah	6'12	ditto	79'93	ditto.	
	Debrooghur	2'91	ditto	78'65	ditto.	
	Suddya	8'69	ditto	66'52	ditto.	Not received 31st July to 6th Aug.
	Shillong	1'15	ditto	48'52	20th Aug. 1871.	
	Charrapoonjee	23'06	ditto	93'16	ditto.	From 18th February.
	Jowai	2'78	ditto	82'99	ditto.	
	Samuogoodting	Not received	ditto	34'06	13th Aug. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,  
The 2nd September 1871.

## Meteorological Telegraphic Report for the period 27th Aug. to 2nd Sept. 1871.

STATION	Date	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WINDS.		Rain.	Clouds.	Weather initials.	
					Dry.	Wet.		Direction.	Velocity.				
<b>AUG.</b>													
CALCUTTA.	27th	10	29.747	29.765	84.1	80.3	83	S	...	...	K, C <sup>1</sup>		
	16	29.031	29.052	80.0	81.0	79	S	...	...	...	C, CS		
	28th	10	29.734	29.752	85.5	81.0	81	SSE	...	0.10	K		
	16	29.030	29.057	82.5	80.2	80	SE	...	0.30	S, K			
	29th	10	29.750	29.777	80.7	81.2	76	SSE	...	...	S, K		
	16	29.032	29.060	88.0	82.4	78	SSE	...	0.25	KK			
	30th	10	29.719	29.837	80.7	81.7	79	SSE	...	...	K, C		
	16	29.010	29.724	81.0	82.0	68	S by W	...	...	K, C			
Sept.	1st	10	29.859	29.877	87.8	81.8	76	SSE	...	0.07	K		
	16	29.745	29.763	80.0	81.0	83	SSW	...	0.06	K			
1st	10	29.800	29.818	80.2	81.5	81	S by W	...	0.10	K, N			
	16	29.074	29.092	85.0	80.6	83	SSW	...	...	S, C			
2nd	10	29.703	29.721	83.6	79.8	85	SNW	...	...	S, C			
	16	29.028	29.040	88.5	89.3	76	SSE	...	...	S, C			
<b>SEPT.</b>													
SAROON ISLAND.	27th	10	29.705	29.771	83	80	87	SSE	20°*	0.10	N	p, o, w	
	16	29.015	29.045	87	83	79	SE	0.3°	0.10	N	b, v		
	28th	10	29.739	29.745	86	82	83	SE	9.0°	...	N	b, u	
	16	29.055	29.061	87	82	79	SE	7.7°	0.10	N	b, p, v		
	29th	10	29.755	29.761	86	83	87	SE	4.7°	0.10	N	b, v	
	16	29.003	29.009	86	82	83	ESE	9.6°	0.10	N	b, v		
	30th	10	29.810	29.828	88	83	80	ESE	0.4°	...	N	b	
	16	29.740	29.715	89	83	78	ESE	8.6°	...	N	b		
31st	10	29.850	29.862	89	83	76	E	7.7°	...	N	b		
Sept.	1st	10	29.715	29.751	98	82	76	ESE	12.6°	...	N	b, p, v	
	16	29.026	29.032	87	83	83	SSW	0.1°	0.10	NN	b		
2nd	10	29.801	29.807	87	82	79	SSE	12.7°	...	NN	b, v		
	16	29.777	29.783	88	82	78	S	14.7°	0.10	N	b, v		
	Aug.	10	29.681	29.007	88	82	76	S	15.9°	...	N	b	
CHETTAGONG.	27th	10	29.738	29.816	84	78	75	S	5.0°	0.40	CK, K	b, v	
	16	29.012	29.722	85	78	71	SW	11.8°	...	K, KS	b		
	28th	10	29.723	29.832	86	81	79	ESE	4.0°	...	K, C	b	
	16	29.041	29.751	88	80	87	SW	8.2°	...	CS, K	b, v		
	29th	10	29.721	29.830	86	80	75	E NE	3.3°	...	CK	b	
	16	29.018	29.727	86	79	72	W	8.0°	...	CK, C	b		
	30th	10	29.705	29.875	83	77	75	NE	3.6°	0.10	CK, KS	b, v	
	16	29.076	29.783	90	80	63	E NE	2.0°	...	CK, C	b		
31st	10	29.819	29.028	88	80	69	E	5.0°	...	K	b		
Sept.	1st	10	29.711	29.831	84	80	83	SW	7.3°	...	U, K	b	
	16	29.000	29.009	86	80	75	S	3.4°	...	K	b		
	2nd	10	29.681	29.770	86	80	75	SW	0.8°	...	K, CK	b	
MADRAS.	28th	10	29.909	29.939	90	74	44	WSW	7°	...	...	bo	
	16	29.707	29.827	87	78	55	E	10°	...	...	bo		
	27th	10	29.850	29.860	88	75	52	WSW	10°	...	...	bo	
	16	29.720	29.760	93	75	40	SW	9°	...	...	bo		
	28th	10	29.789	29.819	88	73	46	S W by W	10°	...	...	bo	
	16	29.058	29.088	90	75	47	E	5°	...	...	o		
	29th	10	29.717	29.737	76	73	86	SW	8°	0.44	...	o	
	16	29.018	29.014	81	75	74	SW	6°	0.03	...	o		
	30th	10	29.685	29.715	81	74	70	S SW	8°	0.04	...	bo	
	16	29.051	29.661	86	76	61	S by E	4°	...	...	bo		
31st	10	29.810	29.840	86	73	51	SW	10°	...	...	bo		
Sept.	1st	10	29.708	29.738	86	76	57	S W by W	3°	...	...	o	
	16	29.034	29.064	83	76	71	SE	4°	...	...	m		
2nd	10	29.842	29.872	78	74	81	E by S	8°	...	...	o		
	16	29.701	29.781	81	75	74	W by N	4°	...	...	bo		
	Aug.	10	29.744	29.825	90	81	66	W N W	0.3°	...	KS, C		
	16	29.621	29.703	87	78	65	SW	0.4°	...	K, KS, C			
	27th	10	29.702	29.784	68	80	87	SSW	0.2°	...	N, C		
	16	29.575	29.657	87	81	76	E NE	0.1°	...	N, C			
	28th	10	29.652	29.731	85	79	75	NNW	0.1°	0.10	KS, N	fair	
	16	29.565	29.647	88	81	73	E	0.4°	...	N, KS	fair		
	29th	10	29.676	29.758	86	79	73	E	0.2°	...	KS, N	cloudy	
	16	29.575	29.650	90	81	86	ESE	0.4°	...	KS, N			
	30th	10	29.726	29.808	88	80	66	ESW	0.1°	0.20	KS	fair	
	16	29.614	29.726	89	80	60	SE	0.4°	...	K	fair		
31st	10	29.776	29.858	86	80	75	SS E	0.2°	...	KS	fair		
Sept.	1st	10	29.660	29.738	64	80	83	S	0.4°	...	N	'	
	16	29.726	29.808	68	80	76	SE	...	0.80	N, CK			
2nd	10	29.624	29.706	87	79	88	SSW	0.3°	...	KS	d		
	16	29.729	29.811	86	79	79	SSW	0.3°	0.50	KS	cloudy		
	16	29.605	29.687	87	80	73	SSW	0.7°	...	KS, N	o		
	Aug.	27th	10	29.844	29.859	79	77	90	ESE	1	0.40	CK	b
	16	29.683	29.698	81	78	76	S	1	...	CK	b		
	28th	10	29.802	29.817	84	79	79	S	1	...	K, C	b	
	16	29.690	29.705	85	79	75	S	1	...	CS, K	b		
	29th	10	29.795	29.810	83	79	88	E	1	...	KS, CS, CK	b	
	16	29.675	29.690	87	81	76	SW	1	...	CS, K	b		
	30th	10	29.710	29.804	81	77	82	S SW	1	...	C, K	b	
	16	29.750	29.765	85	79	76	S	1	...	CS, K	b		
31st	10	29.801	29.818	84	79	79	SE	1	...	C, CS, CK	b		
Sept.	1st	10	29.779	29.794	85	79	76	S	2	...	CS, K	b	
	16	29.804	29.879	88	79	88	SE	1	...	CK	b		
1st	10	29.780	29.745	86	79	75	SSW	1	...	CS, K	b		

\* Velocity of wind in miles per hour.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

## Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16<sup>th</sup> TO 31<sup>st</sup> JULY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.						THERMOMETER.						HUMIDITY.						RAINFALL.					
	MEAN OF			MEAN OF			SOLAR RADIATION.			MEAN OF			MEAN OF			MEAN OF			MEAN OF			MEAN OF		
	MEAN.	10 hours.	4 hours.	16 hours.	10 hours.	4 hours.	MEAN.	Max.	Min.	MEAN.	10 hours.	4 hours.	MEAN.	Day.	Evening.	MEAN.	10 hours.	4 hours.	MEAN.	10 hours.	4 hours.	MEAN.	10 hours.	4 hours.
Port Blair	110	29.227	29.227	29.227	29.227	29.227	113	113	113	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Madras	31	29.550	29.557	29.552	29.552	29.552	70.9	70.9	70.9	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Vizagapatam	15	29.654	29.652	29.652	29.652	29.652	68.7	68.7	68.7	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Alib	187	29.577	29.557	29.552	29.552	29.552	61.1	61.1	61.1	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Falls Point	187	29.577	29.557	29.552	29.552	29.552	61.1	61.1	61.1	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Outback	50	29.497	29.486	29.486	29.486	29.486	60.7	60.7	60.7	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Sonar Island	6	29.637	29.627	29.627	29.627	29.627	60.7	60.7	60.7	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Chittagong	109	29.642	29.618	29.618	29.618	29.618	67.0	67.0	67.0	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Golapganj	18.11	29.626	29.610	29.610	29.610	29.610	65.7	65.7	65.7	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Glentona	27	29.625	29.607	29.604	29.604	29.604	64.6	64.6	64.6	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Jessore	35	29.619	29.603	29.603	29.603	29.603	64.6	64.6	64.6	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Locca	68.91	29.638	29.631	29.631	29.631	29.631	66.3	66.3	66.3	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Carbar	2.04	29.733	29.714	29.714	29.714	29.714	67.0	67.0	67.0	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Haiyangtang	60	29.638	29.637	29.637	29.637	29.637	64.6	64.6	64.6	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Berhampore	46.07	29.174	29.160	29.160	29.160	29.160	60.7	60.7	60.7	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Gya	179	29.364	29.337	29.337	29.337	29.337	59.3	59.3	59.3	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Purna	160.4	29.324	29.321	29.321	29.321	29.321	58.2	58.2	58.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Moughyr	6.945	29.232	29.212	29.212	29.212	29.212	57.2	57.2	57.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Impting	380	29.176	29.172	29.172	29.172	29.172	56.2	56.2	56.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Gedparia	4.793	26.072	25.082	25.082	25.082	25.082	55.2	55.2	55.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Bhulong	26.74	29.267	29.270	29.270	29.270	29.270	54.2	54.2	54.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Rounes	28.97	28.028	28.028	28.028	28.028	28.028	53.2	53.2	53.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2
Rookee	64.97	28.048	28.028	28.028	28.028	28.028	52.2	52.2	52.2	84.0	82.1	80.3	11.2	12.1	11.2	84.0	82.1	80.3	84.0	82.1	80.3	11.2	12.1	11.2

## CALCUTTA—JULY 1871.

Mean Barometric pressure of 16 years ... 29.636  
 Ditto ditto of 1871 ... 29.651  
 Excess in 1871 ... 0.016

Mean rainfall of 16 years ... 13.10  
 Ditto ditto of 1871 ... 15.03  
 Excess in 1871 ... 2.74

CALCUTTA,  
The 2nd September 1871.

Henry F. BLANDFORD,  
*Meteorological Reporter to the Govt. of Bengal.*

*Mean pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.*

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	29.754	85.1	95	S 20° W
Madrás	29.611	84.4	74	S 70° W
Vizagapatam	29.669	80.0	88	S 7° E
Akyab	29.590	83.5	71	S 88° W
False Point	29.570	81.8	65	S 35° W
Cuttack	29.513	83.5	51	S 60° W
Sauvar Island	29.651	80.4	69	S 60° E
Chittagong	29.711	82.4	70	S 5° E
Calcutta	29.552	82.3	43	S 23° E
Jessore	29.586	84.7	84	S 32° E
Dacca	29.625	80.4	11	N 47° E
Cachar	29.510	81.8	22	S 47° E
Hazareobaugh	29.540	83.0	37	N 89° E
Berhampore	29.511	83.1	10	N 80° E
Gya	29.538	82.4	34	S 67° E
Patna	29.511	83.4	51	S 77° E
Monghyr	29.583	82.0	63	S 60° E
Darjeeling	29.567	81.0	32	S 48° E
Gowalparah	29.591	82.2	18	S 41° W
Shillong	29.533	81.1	14	N 70° E
Benares	29.524	81.0	40	S 32° E
Roorkee				

## NOTE.

*Barometric Pressure.*—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's table as given in Guyot's " Meteorological and Physical Tables."

*Temperature.*—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

*Wind Direction.*—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rain-fall from the previous tables.

CALCUTTA,  
The 2nd September 1871.

HENRY F. BLANFORD,  
*Meteorological Reporter to the Govt. of Bengal.*

**Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st August 1871.**

Month.	Date,	THERMOMETER.							WIND.					GENERAL REMARKS.
		Highest reading.	Lowest reading.	Max. solar radia-tion.	Mean dry bulb.	Mean wet bulb.	Compa-ted mean dew-point.	Mean degree of humidity.	Predom-inant direc-tion.	Max. pressure.	Daily velocity.	Wind.	Moon's phases.	
	Inches.	○	○	○	○	○	○	○	lb	Miles.	In.	...	...	...
August.	22nd	29.611	86.0	78.7	120.5	81.4	79.0	77.3	0.88	W S W & S S W	...	101.7	0.16	Overcast and cumulon.
	23rd	637	86.8	78.5	150.6	81.9	79.0	77.0	.80	W & S W	...	98.5	0.02	Lightning on W at 8 and 9 P.M. Slight rain at 2, 3, 6 $\frac{1}{2}$ , 9 $\frac{1}{2}$ , 12 $\frac{1}{2}$ A.M., and 11 P.M.
	24th	672	87.3	80.0	150.0	83.4	80.0	77.0	.83	S W, W by S & W	...	84.1	...	Overcast and Stratoni.
	25th	700	88.0	79.6	149.6	84.0	80.3	77.7	.82	S W & S S W	...	73.4	...	Light rain at midnight.
	26th	721	88.0	81.2	135.0	83.9	81.3	79.5	.87	S W	...	53.0	...	Overcast, stratoni, and cirri. Drizzled at 5 and 8 A.M.
	27th	700	87.0	79.5	144.0	82.9	80.4	78.6	.87	S W, S & S S W	...	73.0	0.19	Chiefly stratoni. Light- ning at 11 $\frac{1}{2}$ P.M. Driz- zled at 6 and 8 A.M.
	28th	693	87.2	79.8	137.8	82.6	80.2	78.0	.89	S S W & S by E	...	102.6	0.30	Stratoni and cirri. Slight rain from 6 $\frac{1}{2}$ to 7 P.M.
	29th	717	88.6	79.0	111.6	83.6	80.3	78.0	.84	S by E, S S E & S	...	85.0	0.25	Stratoni, cumuli, and cirri. Thunder at 3 P.M. Slight rain at 4 $\frac{1}{2}$ , 12 A.M., 2 and 3 P.M.
	30th	767	91.0	80.0	163.2	84.0	81.0	78.3	.81	S & S S E	...	50.9	0.07	Clear and cumuli. Rain at 11 $\frac{1}{2}$ A.M., 1 and 4 $\frac{1}{2}$ P.M.
	31st	800	89.0	80.8	137.0	83.6	80.4	78.2	.84	S by E, S S E & S by W	0.4	80.0	0.22	Cirri and cumuli. Thun- der from 9 to 11 P.M. Lightning from 6 $\frac{1}{2}$ to 10 P.M. Slight rain at 8 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1 $\frac{1}{2}$  feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	... 12.5	
The max. temperature during the past ten days	... 91.0	
The max. temperature during the corresponding period of the past year	... 87.7	
The mean humidity during the past ten days	... 0.85	
The mean humidity during the corresponding period of the past year	... 0.89	
	Inches.	
The total fall of rain from 22nd to 31st ... { by lower rain gauge	... 1.21	
	{ by anemometer gauge	... 1.09
Ditto ditto average of seventeen previous years	... 3.79	
Ditto between the 1st January and the 31st August	... 76.35	
Ditto ditto ditto ditto, average of seventeen previous years...	51.29	

**GOPENAUTH SEN,**  
*In charge of the Observatory.*

GOPERNATH SEN,  
*In charge of the Observatory.*

The 2nd September 1871.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANTS AND MINERAL TRAFFIC.			Total traffic receipts. L s. d.						
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.								
		Rs. As. P.	L s. d.	Mds. Brs.	Rs. As. P.	L s. d.							
Total traffic for the week ...	82,000	92,867	2 5	8,321	10 0	1,61,052	6 3	14,763	2 9	25,295	2 0		
Or per mile of railway ...		72	10 7	6 13	3	125	13 11	11	10 9	18	4 6		
For previous 6 weeks of half-year ...	531,568	6,35,002	7 0	58,298	11 2	2,985,263	10	14,80,257	14 0	155,690	6 1		
Total for 7 weeks ...	618,028	7,27,069	0 6	66,730	10 11	3,715,437	20	10,41,310	4 3	150,423	8 10		
COMPARISON.													
Total for corresponding week of previous year ...	77,704	1,03,000	12 5	9,325	1 3	422,385	10	9,16,465	10 8	13,000	7 1	38,531	5 4
Per mile of railway corresponding week of previous year ...		91	13 4	7	8 11	....		279	11	22	13 5	30	2 4
Total to corresponding date of previous year ...	612,6351	8,01,756	10 9	73,494	7 3	3,544,770	20	24,32,651	5 1	223,003	0 9	290,497	8 0

## EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 223 miles open.

	COACHING TRAFFIC.			MERCHANTS AND MINERAL TRAFFIC.			Total traffic receipts. L s. d.						
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.								
		Rs. As. P.	L s. d.	Mds. Brs.	Rs. As. P.	L s. d.							
Total traffic for the week ...	3,273	8,724	5 4	799	18 3	23,699	30	6,433	9 0	659	15 0	1,380	13 3
Or per mile of railway ...		30	2 2	3 11	0	23	13 7	2	12 11	6	4 8		
For previous 6 weeks of half-year ...	21,472	51,613	11 2	4,712	18 6	210,476	20	48,038	15 0	4,459	11 5	9,171	9 11
Total for 7 weeks ...	24,745	60,140	6 6	5,512	16 0	236,169	10	55,672	9 6	5,048	6 5	1,081	8 3
COMPARISON.													
Total for corresponding week of previous year ...	2,810	8,860	11 1	629	8 11	9,739	0	3,410	14 8	312	13 4	942	2 3
Per mile of railway corresponding week of previous year ...		30	12 6	2 10 5	....	15	4 0	1	8 1	4	4 6		
Total to corresponding date of previous year ...	24,030	61,273	6 6	5,610	14 7	120,067	0	30,276	6 8	3,000	10 9	9,817	5 4

## EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 19th August 1871, on 156½ miles open.

	COACHING TRAFFIC.			MERCHANTS AND MINERAL TRAFFIC.			Total traffic receipts. L s. d.							
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.									
		Rs. As. P.	L s. d.	Mds. Brs.	Rs. As. P.	L s. d.								
Total traffic for the week ...	23,778	12,441	9 0	1,140	0 7	194,623	38	74,453	14 0	6,824	18 10	7,905	8 5	
Or per mile of railway ...	152	79	7 11	7 5 0	1,244	0	476	11 11	43	12 2	30	17 11		
For previous 7 weeks of half-year ...	172,9081	94,711	0 7	8,681	10 10	752,380	35	2,77,365	7 8	25,634	0 8	34,116	3 6	
Total for 8 weeks ...	196,6804	1,07,152	0 7	9,822	0 5	927,114	33	3,51,910	6 5	32,250	5 6	42,081	11 13	
COMPARISON.														
Total for corresponding week of previous year ...	20,740	11,535	9 5	1,057	8 7	131,428	34	32,500	10 8	2,979	4 7	4,036	13 3	
Per mile of railway corresponding week of previous year ...	183	101	13 0	9 8 0	1,161	0	290	15 8	26	6 2	35	12 10		
Total to corresponding date of previous year ...	174,852	100,720	7 5	8,316	0 11	715,424	33	1,30,116	8 10	11,927	6 0	20,243	7 5	

## CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 19th August 1871, on 28 miles open.

	COACHING TRAFFIC.			MERCHANTS AND MINERAL TRAFFIC.			Total traffic receipts. L s. d.						
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.								
		Rs. As. P.	L s. d.	Mds. Brs.	Rs. As. P.	L s. d.							
Total traffic for the week ...	6,316	681	4 0	60	2 7	8,214	0	203	11 0	20	7 0	90	10 1
Or per mile of railway ...	147	23	7 7	2	7 0	204	23	9	6 8	0	18 10	3	6 10
For previous 20 weeks of half-year ...	125,634	23,160	10 5	2,615	1 3	204,494	20	6,111	12 6	611	8 7	2,920	4 10
Total for 21 weeks ...	120,6304	23,341	15 0	2,354	3 10	214,742	20	6,375	8 3	637	11 1	3,021	16 11
COMPARISON.													
Total for corresponding week of previous year ...	4,163	700	9 9	70	1 2	7,342	18	219	9 6	21	19 1	91	0 3
Per mile of railway corresponding week of previous year ...	149	25	0 4	2 10	1	202	0	7	13 5	0	15 8	3	5 9
Total to corresponding date of previous year ...	114,947	19,586	5 0	1,938	12 7	212,623	0	7,400	5 9	740	0 9	2,009	13 1

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No. 37

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# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 13, 1871.

## OFFICIAL PAPERS.

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### CONTENTS.

Page.	Page.
The Annual Report of the Chittagong port fund for 1870-71 .....	601
Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 8th September 1871 .....	613
Weekly Report of Rainfall compiled at the Meteorological Reporter's Office .....	615
Meteorological Telegraphic Report for the period 3rd to 8th September 1871 .....	617
Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871 .....	618
Weekly Return of traffic receipts on Indian Railways .....	619
Statement showing the amount of Traffic and Tolls on the Kendrapara Canal during the month of July 1871 .....	620
Statement showing the amount of Traffic and Tolls on the 1st Section of the High Level Canal during the month of July 1871 .....	621
Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of July 1871 .....	622
Statement showing the amount of Traffic and Tolls on the Matchengon Canal during the month of July 1871 .....	623
Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871 .....	625
Statement showing the amount of Traffic and Tolls on the Hidgelice Tidal Canal during the month of July 1871 .....	626

### The Annual Report of the Chittagong Port Fund for 1870-71.

From H. HANKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, General Department,—(No. 15, dated Chittagong, the 18th June 1871.)

I HAVE the honor to submit the annual report of the Chittagong port fund for the year 1870-71, together with a statement showing the receipts and disbursements of the port fund for the same period.

2. *Paragraph 2 of the Collector's Report.*—The statement in paragraph 2 of the collector's report exhibits a decrease of 13 vessels owned by Europeans which entered the port in 1870-71, as compared with the previous year. The decrease in tonnage amounts to 8,522. This is attributed to the falling off in the importations of Liverpool salt during the year just past. There is a decrease also in the number and tonnage of European vessels employed in the foreign trade, as a larger number of vessels proceeded to Home ports, where more favorable markets were prevailing. The falling off in the number and tonnage of native crafts is owing to the unseaworthiness of some of these vessels and loss of six others during the south-west monsoon. On the whole, the statement above referred to exhibits a decrease of 117 vessels, and a net decrease of 10,957 tonnage, owing to the several reasons mentioned above.

3. *Paragraph 11.*—The port dues and miscellaneous receipts amounted to Rs. 17,039 and Rs. 203 respectively in 1870-71, against Rs. 19,596 and Rs. 1,504

in the year preceding. The decrease is principally due to the falling off in the number and tonnage of European vessels direct from Europe. No old materials being available for sale in the year under report, the item headed "sale of old materials" also shows a decrease of Rs. 1,201, as compared with the year 1869-70. The decrease under other heads is not so marked.

4. *Paragraph 19.*—The suggestions of the collector seem to me well worthy of adoption. I would recommend therefore that, as an experiment at all events, it should be tried, and that port dues be entirely abolished for balani boats and others carrying on trade in inland waters. Schemes are on foot for bringing trade to the port by means of a railway or a canal at an enormous expenditure. These schemes may never come to any thing: their accomplishment is at any rate a matter of time. Meanwhile I think our endeavours should be directed to attract trade by every possible means. If the experiment fail to produce the desired results, it will not have been at any large sacrifice of revenue, and, as before remarked, it is worth a trial.

5. *Paragraph 20.*—The infringements of the provisions of the Port Act have been prevented in a great measure, as the collector had not found occasion to levy more than Rs. 61 in the shape of fines in 1870-71, against Rs. 303 of the year 1869-70.

6. *Paragraph 23.*—The statement of disbursements for the year 18771-0 has been prepared in the office of the collector of customs without receiving the details of the Calcutta expenditure, which have not yet been supplied by the accountant-general's department. The calculation of the cost of stores, &c., has therefore been made in accordance with the rates of the previous year. As it is very desirable that the collector should be in possession of the accountant-general's memorandum of expenditure before the preparation of the annual report of the port fund, in order to obviate subsequent references and corrections, I suggest that the accountant-general be directed to furnish the collector of customs here with details of expenditure at the end of every quarter, and with the details of the last quarter as soon after the close of the year as possible, so as to admit of their being included in the annual report of the collector in due time.

7. *Statement No. 3 in paragraph 23.*—The disbursements amounted to Rs. 23,925 in 1870-71, showing an increase of Rs. 14,914 over the previous year. This is almost entirely accounted for by the charges incurred in re-buoying the Chittagong river, and purchasing a few of the materials which will be required for the moorings of a contemplated floating jetty, and by the contributions from the port fund towards erecting a pucca dispensary and hospital.

8. *Paragraph 31.*—In paragraph 12 of my letter No. 127, dated 29th ultimo, I solicited the sanction of the Government to a sum of Rs. 25,000 from the port fund for the purchase of a schooner, and strongly urged on the Government to replace the *India* by some river steamer of similar draught, as I thought it would be unwise and inexpedient to combine the two vessels.

9. *Paragraph 39.*—The collector of customs has written to the master attendant at Calcutta to say that the statement of expenditure incurred on account of the re-buoying of the navigable channels leading to the port of Chittagong should not have included certain charges aggregating Rs. 2,543, and that the actual cost of re-buoying the river should consequently amount to Rs. 8,163 in place of Rs. 10,706 shown in his (master attendant's) letter No. 1210, dated the 4th March 1871, to the Government. The master attendant's views have not been communicated to me yet. I am of opinion, however, that the charges alluded to by the collector of customs in paragraph 39 of his report should not be shown in the statement of expenditure for re-buoying the river Kurnafoolee.

10. *Paragraph 42.*—With reference to the collector's recommendation that the chains and cables be returned to Calcutta, my predecessor requested the collector to "retain the chains and cables until the question as to the best mode of improving the jetty is finally decided, as these chains and cables were brought down after a great deal of correspondence, and as they may be required

again if a floating jetty be ultimately decided on." No definite proposal for the improvement of the jetty at the port of Chittagong has as yet been received from the superintending engineer, whose attention has again been invited to the subject.

11. *Paragraph 46.*—I shall submit a separate report on the subject of the improvement of the jetty when the superintending engineer's reply is received.

12. *Paragraph 45.*—Only a few days ago the assistant engineer was requested to push on the work and to report the cause of the delay that has already occurred in completing the work. The assistant engineer explains that the delay in carrying out this work was caused, in the first instance, by the stoppage of the work by the orders of Government at the time of the financial crisis. He informs me that the work was, however, resumed last cold weather, and that the delay since then has been principally caused by the difficulty experienced in getting laborers for the work, which is of such a nature that coolies do not wish to work on it if they can get pleasanter employment. He further informs me that the work has now progressed so far as to afford all the facilities it can ever do for loading and unloading salt, the two flights of steps designed with this view having been completed, and being now available for use.

13. *Paragraph 50.*—A new scale of pilotage fees for the port of Chittagong was sanctioned by the Government of Bengal in their letter No. 972, dated 7th April 1870, and was published in the *Calcutta Gazette*. The receipts from rate of pilotage in 1870-71 amounted to Rs. 8,298, against Rs. 4,881 of 1869-70, showing an increase of Rs. 3,417, whilst the disbursements show a slight net decrease over the year preceding that just past. The recent increase in the pilotage fees has prevented the incidence of any extra expenso on the imperial revenues.

14. *Paragraph 65.*—The subject of deepening the Moheshkhali canal has been dwelt upon in the customs annual report.

15. *Paragraph 67.*—His Honor the Lieutenant-Governor agreed with my predecessor in thinking that any charges for the improvement of the Moheshkhali canal should be debited against the Chittagong port fund, and that all receipts from this canal should in future be credited to the same fund. (*Vide* Mr. Thompson's letter No. 2901, dated 13th October 1870.) I do not see any necessity for re-opening the question.

16. *Paragraph 75.*—It is gratifying to note that the natives of the place are bent on constructing stronger vessels possessed of sea-going qualities. As the loss of native vessels during the south-west monsoon occurs every year, it is expected that the construction of a better class of vessels will diminish the number of accidents to vessels owned by natives.

17. *Paragraph 76.*—In forwarding the Government letter mentioned in the concluding portion of paragraph 76, my predecessor remarked as follows: "As regards cargo ships without passengers, you (*i.e.*, the collector of customs) should lose no opportunity of impressing on builders of new vessels that they had better build good ones, as the Penal Code may be brought to bear in the case of unseaworthy vessels." He further added: "I would not, however, do anything, except in very dangerous cases indeed, to stop the cargo brigs now trading, as it would be nearly equivalent to stopping the whole trade of the port at a stroke." No authoritative warning appears to be essentially necessary.

18. *Paragraph 82.*—I concur in the collector's remarks that the survey of the coast shrould be published separately on a large scale, purely as a coasting chart. The subject of cutting a canal along the imperial road from Chittagong to Tipperah, which would undoubtedly facilitate the internal communications, and tend to increase the prosperity of the port of Chittagong, is still under the consideration of the public works department.

19. In my other report I have already given the remarks on the qualification and character of the collector which were left on record by my predecessors. I should prefer not adding to them any opinion of my own until I have had longer opportunities of judging.

From C. MARSHALL, Esq., Conservator of the Port of Chittagong, to the Commissioner of the Chittagong Division,—(No. 32, dated Chittagong, the 5th June 1871.)

I HAVE the honor to submit the annual report of the administration of the port for the year 1870-71.

2. Statement No. 1 exhibits in detail the number and tonnage of classes of vessels which frequented the port during the year under review and the previous year:—

No. 1.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Number.	Tonnage.	Number.	Tonnage.		
European vessels direct from Europe ... ...	16	10,649	8	2,027	.....	8,622
Ditto ditto from foreign trade ... ...	37	18,635	29	12,323	.....	1,933
Ditto ditto from coasting trade ... ...	12	6,254	15	6,824	1,074	.....
Chittagong vessels ... ...	102	10,004	94	18,374	.....	630
Other native vessels ... ...	25	3,852	13	1,921	.....	1,931
Naraingunge inland trade ... ...	66	6,871	68	7,795	924	.....
Mail and other steamers ... ...	54	13,037	53	12,010	.....	1,007
Balam boats ... ...	702	11,018	718	11,405	387	.....
Total square rigged vessels, steamers, and boats ...	1,104	82,140	987	71,183	2,885	18,348

3. European vessels direct from Europe show a decrease in number of 13, and in tonnage 8,622, when compared with the previous year, which has been solely owing to the falling off in the salt import trade this year.

4. European vessels in the foreign trade, including vessels direct to Europe, to the Mauritius, to Réunion, and Ceylon, show a decrease of eight vessels, and in tonnage 1,933. This is in a great measure due to a larger number of vessels employed in the Home port trade, where more favorable markets were prevailing.

5. European vessels in the coasting trade show an increase of three vessels of 1,074 tons, which is chiefly owing to the reason given in the previous paragraph for the falling off in the foreign trade ships.

6. Chittagong vessels employed in both foreign and coasting trade show a falling off of eight in number, and in tonnage 630, which has been owing to several of the very worst class of these vessels having been laid up unfit for service, and six others having been lost during the south-west monsoon.

7. Other native vessels show a decrease in number and tonnage. These vessels were employed both in the foreign and Home trade, carrying grain or passengers. Their coming and going is uncertain.

8. Naraingunge shows an increase in numbers and tonnage compared with the previous year.

9. Mail and other steamers show a decrease in tonnage of 1,027 tons, owing to no other than the regular mail steamer having visited the port this year.

10. Balam boats exhibit a decrease of 79 boats, but an increase in tonnage of 387 tons; this latter is due to more careful measurement.

11. The following statement is a classified table of the port dues collected during the year 1870-71 and the previous year, with other miscellaneous collections:—

No. 2.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Port dues.	Miscellaneous receipts.	Port dues.	Miscellaneous receipts.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
European vessels direct from Europe ... ...	2,999	.....	570	.....	.....	2,829
Ditto ditto from foreign trade ... ...	3,812	.....	3,486	.....	.....	346
Ditto ditto from coasting trade ... ...	1,107	.....	1,498	.....	301	.....
Chittagong vessels ... ...	5,345	.....	6,168	.....	.....	177
Other native vessels ... ...	1,048	.....	640	.....	.....	648
Naraingunge inland trade ... ...	1,392	.....	1,978	.....	586	.....
Mail and other steamers ... ...	730	.....	618	.....	.....	198
Balam boats ... ...	3,009	.....	8,208	.....	100	.....
Sale of old materials, &c. ... ...	.....	1,201	.....	.....	.....	1,201
Fines ... ...	.....	808	.....	61	.....	948
Sale of charts ... ...	.....	.....	.....	18	18	.....
Refunds ... ...	.....	.....	.....	124	124	.....
Total ... ..	19,596	1,504	17,039	908	1,136	4,904

12. The above statement shows a decrease of Rs. 2,557 on port dues alone compared with the previous year, which is chiefly due to the reason assigned in the 3rd paragraph of this report for the falling off in numbers and tonnage of European vessels direct from Europe.

18. *Other native vessels.*—The cause of the decrease is explained in paragraph 7.

14. Naraingunge collection shows an increase of Rs. 584, but, as I remarked in my annual report last year, this trade is irregular, seeing vessels can only navigate certain parts of the channel between Chittagong and the Megna periodically or during certain intervals between the full and change of the moon.

15. Mail steamer being a regular trader, very little change is observable in these collections, and it is only when larger draught vessels are put on the line, or other steamers casually call, that any change would be apparent.

16. Balam boats' port dues show an increase of Rs. 109 when compared with the results of the previous year.

17. The levy of these dues (always collected with difficulty) on boats employed in inland waters, conveying the produce of this and neighbouring districts to the port, seems to me subversive of progress, and if preserved in, will, I fear, lead to a considerable portion of the grain usually shipped from here being conveyed to other markets.

18. If I may be permitted to suggest in an annual report, I would urge the necessity of abolishing these dues on boats employed in inland waters carrying produce, or, if port dues must be levied, reducing the rate to a nominal charge of one anna or two pice a ton, instead of compelling them to pay at the same rate as sea-going vessels.

19. Sale proceeds of old material is *nil* this year, the sum realized during the previous year was from the sale of material collected from the schooner *Swallow* when she was broken up.

20. Fines show Rs. 61 for violation of the Port Act, against Rs. 303 of the previous year; native owners of vessels here frequently infringe the port rules. Threats and warnings, unless followed up by action, seems to have little or no weight in leading them to respect the law.

21. *Sale of Charts.*—This refers to six charts of the Kurnafoolee river sold.

22. *Refund.*—Originally this amount was paid from the port as wages to the serang of the schooner *Swallow*, who was in training to be a pilot, and subsequently, when made a pilot, his salary was transferred as against the pilot fund.

23. Statement No. 3 shows the disbursements in detail of the year under review and of the previous year:—

No. 3.—*Disbursements.*

PARTICULARS.	1869-70.	1870-71.	Increase.	Decrease.
			Rs.	Rs.
Port establishment	2,050	2,203	153	.....
Stores	1,533	.....	.....	1,533
Contingencies	160	271	111	.....
Norman Point and Kootubden light-house establishment	1,588	1,659	71	.....
Stores	3,507	4,221	714	.....
Contingencies	651	582	.....	69
Schooner <i>Swallow</i> establishment	807	431	.....	876
Stores	.....	.....	.....	.....
Contingencies	117	.....	.....	117
Signal station establishment	137	180	43	.....
Stores	452	.....	.....	452
Patung Point stores	64	.....	.....	64
Ditto, renewing the beacon	.....	594	594	.....
Stationery and printed forms	45	21	.....	24
Re-buoying the Chittagong river	.....	8,163	8,163	.....
Construction of a dispensary and hospital (contribution from port fund)	.....	4,000	4,000	.....
Floating jetty	.....	1,016	1,016	.....
Public works expenditure, repairs to jetty	403	452	49	.....
Ditto ditto ditto	147	.....	.....	147
Repairs to light-house and other buildings at Kootubden	1,640	132	.....	1,508
Ditto, protecting the light-house from the encroachment of the sea	2,325	.....	.....	2,325
Refund of port dues	79	.....	.....	79
Total	15,705	23,925	14,914	8,694

24. The above statement of disbursements has been corrected for the previous year after the receipt of the details of Calcutta expenditure furnished to this office by the accountant-general's department in September last.

25. Port establishment shows an increased expenditure of Rs. 153, which is chiefly due to increments to the conservator and assistant's salaries.

26. *Stores.*—Nil this year.

27. Contingencies include re-building the store and coal godown, Rs. 76; hire of a vessel for re-laying one of the river buoys, Rs. 42; putting up port boundary marks, Rs. 18; publishing a notice in an Akyab newspaper, that a buoy had been laid on the shoal off

Kootubdea ; and various other small charges, showing an expenditure in excess of the previous year of Rs. 111, which, it will be seen, has been owing to the charge for a store godown and the hire of a vessel for re-laying a river buoy, &c.

28. Kootubdea and Norman's Point light-houses' establishment show an apparent increased expenditure of Rs. 71, which is chiefly owing to there being no reduction from the salaries of the establishment on account of absence from duty, or fines, this year, and to a small sanctioned increase to lascars' pay.

29. Stores include oil for the lights, and all other small stores, such as cotton waste, cloth, candles, soap, sponges, chamois leather, and coal tar, and show an expenditure of Rs. 714 in excess of the previous year, which is due to the first instalment of the indent for oil for 1871-72 having been received in the latter end of 1870-71, and thus charged to that year's supply, although none of it had been used until the current year.

30. *Contingencies.*—This expenditure includes charges for electro-plating light reflectors, with freight to and from Calcutta, landing charges, boat-hire for taking empty oil casks to Calcutta, travelling allowance for inspecting the light-houses, &c., and shows an expenditure less by Rs. 69 than in the previous year.

31. Schooner *Swallow* establishment shows a decrease of Rs. 376, which is owing to the reduction made when the schooner was broken up. At present only a crew for the port boats is kept on.

32. *Stores.*—Nil.

33. *Contingencies.*—Nil.

34. Signal station establishment shows Rs. 43 in excess of the previous year, which is owing to the sanctioned increase of one rupee each to the monthly pay of the three lascars employed there.

35. *Stores.*—Nil.

36. *Patunga Point.*—Cost of renewing the beacon, Rs. 594.

37. Stationery and printed forms show a decrease of Rs. 24. The increase or decrease in this expenditure, however, depends upon the demand from the customs department, one-sixth of the cost being invariably charged to the port fund, upon what grounds I am unable to explain.

38. *Extraordinary expenditure.*—Re-buoying the river includes the cost of a first class spire buoy for the shoal patch off Kootubdea light. This work has incurred a large but indispensable outlay. The advantage of a well marked ship channel is sufficiently obvious to need no recommendation here, further than to add that the assurance of a now safe and easy access to the port which the re-buoying the river has established will, in my opinion, do much in a commercial point of view to advance its prosperity.

39. The statement of expenses incurred in re-buoying the river, submitted to Government with the Calcutta master attendant's letter No. 1210, dated 4th March 1870, includes entries totally unconnected with the re-buoying of the river to which I have called attention. For instance, Rs. 888, which was the cost of cocoanut oil, with casks for the use of the Kootubdea and Norman's Point light beacons, is wrongly shown as an expenditure on account of re-buoying the river; in the same way Rs. 1,016, being the cost of two anchors and chain cables supplied by order of the commissioner in anticipation of Government sanction to the erection of a floating jetty, is erroneously charged; and several other items *not supplied*, amounting to Rs. 638-14, are also charged for.

40. Deducting these several amounts from the statement referred to in the previous paragraph, the actual cost of re-buoying the river and supplying spare moorings, &c., amounts to Rs. 8,162-15-1, in place of Rs. 10,706-0-5, which was shown in the statement above referred to.

41. *Contribution (also an extraordinary expenditure) towards building and hospital here.*—This amount was sanctioned by Government in letter No. 1829, dated 12th May 1889, and paid during the year under review.

42. *Floating jetty.*—Under this head is shown the cost of two mooring anchors and 90 fathoms of one-inch chain cable and shackles, ordered in anticipation of Government sanctioning the cost of constructing a floating jetty as there appears now to be very little prospect of a jetty on this principle of construction being adopted. I have recommended they should be returned to Calcutta, as the port can ill afford to allow this money to lie idle.

43. *Repairs to Sudder Ghâl Jetty by Public Works Department.*—In previous annual reports the unsatisfactory state of the jetty, and its practical faultiness of construction have been dwelt upon, and considerable sums are being expended upon it annually to no purpose, but merely to keep it together as a convenient, but not very safe landing and embarking place for passengers; and when it is considered that the jetty is the only public accommodation provided, it is not surprising that merchants and traders complain, and make themselves heard elsewhere, of the entire want of necessary convenience to ship or land their goods.

44. The trade of the port and its future prosperity, I submit, demand consideration, and I am proportionately hopeful that the construction of the new jetty, so long in abeyance, may very soon receive the sanction of Government.

45. The revetment which is being constructed on the river front of the salt golahs has made some progress lately, but far from being sufficiently advanced to obviate any of the difficulties experienced in landing and shipping salt which has been so frequently complained of.

46. It appears from recent information which I have received that the plans of the small and comparatively inexpensive floating jetties (intended for landing and shipping salt only), referred to in my last annual report, which Lieutenant May prepared, and called for estimates of the cost of their construction during his incumbency as assistant engineer, have never been submitted for sanction. This is unfortunate, more especially as I also understood that their cost would be only a trifle more than was sanctioned on the plan proposed by Mr. Atkinson when he was assistant engineer, but far more convenient and useful. I hope they will not be lost sight of by the public works department.

47. *Kontubdea Light-house, &c.*—The cost of repairs this year has been inconsiderable compared with the previous year, when a large sum was expended on an experimental protection of land on the sea front of the light-house, which has since all but disappeared through the wash from the sea-wave of the south-west monsoon.

48. It is now generally admitted by engineers that the only effective protection to land, open to the sweep of a sea-wave is an embankment of loose stones, which, it is to be hoped, will soon be adopted in this case, otherwise we may lose the light-house, which the sea is slowly, but surely, approaching.

49. Notwithstanding the large outlay which the cost of re-buoying the river, &c., has involved, the receipts have nearly covered the entire expenditure of the year, excluding Rs. 4,000 contributed to the hospital, and the cost of the floating jetty moorings.

#### *Pilots.*

50. The following statement exhibits the receipts from pilotage, and the disbursements of the year under review and the preceding year:—

#### No. 4.

	RECEIPTS.					DISBURSEMENTS.										
	1869-70.		1870-71.			1869-70.		1870-71.								
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.							
Pilotage ...	4,881 0 0	8,208 2 8	3,417 2 8	.....	Establishment	1,000 0 0	2,303 0 0	703 0 0	.....	Temporary establishment	186 0 0	823 13 5	339 18 5			
Miscellaneous ...	.....	.....	.....	.....	Repairs to pilots' boats, &c. ...	.....	.....	.....	.....	Contingencies	1,758 0 0	704 5 1	.....			
Receipts ...	.....	.....	.....	.....	Total ...	3,544 0 0	3,533 3 3	1,042 14 2	1,033 10 11	.....	.....	.....	.....			
Sale of old copper ...	106 0 0	.....	.....	.....	Total ...	3,544 0 0	3,533 3 3	1,042 14 2	1,033 10 11	.....	.....	.....	.....			
Total ...	4,987 0 0	8,208 2 8	3,417 2 8	.....												

#### *Receipts.*

51. *Pilotage.*—Under this head a large increase is shown, which is due to the enhanced rates sanctioned by Government.

#### *Disbursements.*

52. Establishment exhibits a considerable increase in expenditure which is due to an addition to the number and salaries of the pilots.

53. Temporary establishment also shows an increase, due chiefly to a salary being paid from the pilot fund to a native who had been serang of the port schooner while he was running up and down the river with the others learning the duties of a pilot, and the temporary boatmen had been taken on earlier in the season, as there were unusually early arrivals.

54. *Pilot Boat Repairs and Contingencies.*—The former includes Rs. 440, balance of the cost of work done in the previous but paid in the year under review, and Rs. 103 for a further repair to a pilot boat owing to damage done to her while assisting at the re-buoying of the river.

55. Contingencies include two-thirds pilotage paid to a temporary pilot prior to the present addition to the service being sanctioned, a new boat's awning painted, earth-oil for boat's deck and hold, and other small expenditure.

56. The work of the year under review, therefore, gives the following results:—

	Rs. As. 'P.
Receipts ...	... 8,208 2 8
Disbursements ...	... 3,533 3 3
Realized in excess of expenditure ...	... 4,764 15 5

57. There have been very few complaints this year of vessels being detained for want of pilots, and then it was only when they were all wind bound at Juldeah on board of out-ward bound vessels. Under the salaried system, however, with only a limited number of pilots such complaints may always be anticipated.

58. *Accidents.*—Three vessels, in pilotage charge of the recently appointed first grade pilots, were grounded; one of them slightly, the other two cases fortunately did not turn out to be so serious as I feared they would have been. But occurrences of this kind happening so frequently will in all probability injure the good name the port has hitherto held of being safe and easy of access, and many lead to insurance offices at Home and elsewhere asking higher rates of premium on vessels coming to Chittagong.

59. The three old pilots, one of whom only is in the first grade, who have served Government many years, have done their work to my entire satisfaction. They are careful, confident, and thoroughly experienced, and are always sought for by merchants and commanders of vessels. They hold excellent certificates of character and practicability from commanders of heavy draught ships, &c.

60. Now that the river has been re-buoyed, and crossing marks put up, the pilots' duties are comparatively easy, and in the event of any bad weather occurring, when pilots could not board a vessel outside, a commander with ordinary judgment may run in with a draught of fifteen feet to a perfectly safe anchorage off the flag-staffs and Juldeah custom house station with confidence.

61. Government order No. 1998, dated 20th July 1870, directs that the pilot fund collections are to be credited to the imperial revenues. I have shown them here separately, however, for easy reference.

#### *Moiskhall and Toll.*

62. The following statement shows the receipts and disbursements of the toll for the year under review and for the previous year:—

#### No. 5.

	Receipts.			Disbursements.		
	Rs.	As.	P.	Rs.	As.	P.
1869-70	...	...	656 0 0	261	8	0
1870-71	...	...	452 12 0	242	0	0

63. The receipts from this toll having been amalgamated with the port fund, as directed (*vide* Government order No. 2901, dated 13th October 1870) since my last annual report, it may appear as if special mention of it was therefore uncalled for. But the facilities and comparative safety which this khall affords to boats when navigable, besides considerably shortening the route inland, and *vice versa*, and hence its importance to the trade of the port as a feeder, calls for some special remarks on its present condition.

64. The results of the year, given in the foregoing statement, show a considerable falling off in the receipts. When it is considered, however, that the khall has silted up to such an extent that it has become impossible for loaded boats, except for two or three days at the height of the spring tides, when boats drawing only three feet water can be got through with considerable trouble, the falling off in the yearly collection is accounted for.

65. Considering the vast importance of keeping this khall open as a feeder to the trade of the port, it is much to be regretted that early action was not taken to open it by the public works department on the receipt of the Government sanction for the cost being defrayed from the port fund. Owing to this delay another year of its usefulness will be lost to the State.

66. Referring to the cost of deepening this khall being borne by the port fund, the Port Act XXII of 1855 provides that all the channels leading to and from a port must be buoyed, marked, &c., and the cost charged to the port fund, but not a word is said or implied in reference to boat channels *not* under the jurisdiction of the Port Act (as all offences against this toll khall are dealt with under the provisions of the Canal Act), which are only outside feeders of the trade, and therefore, in my opinion, any money expended on them is clearly chargeable to the imperial revenue. No port fund could stand these outside calls upon it and remain solvent, if justice were done to the port itself.

67. The strong interest I feel in the present and future prosperity of the trade and port of Chittagong has led me to refer to this subject; and when it is considered that the port, or rather harbour, has no public appliances or convenience of any kind for landing or shipping goods, which we are bound to supply, and that we are so sadly in want of a small sea-going vessel to visit the light-houses, to see that they are kept in efficient order, upon which the safety and success of our trade is more or less dependant; and further, that the amount at credit of the port fund is insufficient to meet these requirements, my advocacy in behalf of the real interest of the trade and port will, I hope, be understood, and accepted as a sufficient apology for intruding the subject here.

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 13, 1871. 609

68. The following account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

*Port Fund.*

	Rs. A. P.	Rs. A. P.
To balance in favour of the port fund on the 31st March 1870 ...	33,336 13 2	
,, Amount invested in Government promissory notes on 31st March 1870 ...	25,000 0 0	
	<hr/>	<hr/>
To balance in favour of Moishkhall canal fund on the 31st March 1870		58,336 13 2
Port dues levied during the year ...	17,039 2 6	1,448 1 9
Interest on Rs. 25,000 at 4 per cent ...	1,000 0 0	
Miscellaneous receipts, sale of charts, and fines realized in breach of port rules ...	79 0 0	
Value of empty oil casks returned to the naval store-keeper at Calcutta ...	1,260 0 0	
Refund ...	124 0 0	
	<hr/>	<hr/>
Moishkhall toll collected during the year ...	452 12 0	19,502 2 6
Fines realized in breach of Canal Act ...	50 0 0	
	<hr/>	<hr/>
	502 12 0	79,789 13 5
Disbursements ( <i>vide</i> statement No. 3)		23,925 0 0
Ditto ( <i>vide</i> ditto 5)		242 0 0
	<hr/>	<hr/>
	24,167 0 0	
Balance at credit of the port fund on the 31st March 1871 ...	53,913 15 8	
Ditto ditto of Moishkhall canal fund on 31st March 1871 ...	1,708 13 9	
	<hr/>	<hr/>
Total ...	55,622 13 5	

69. Upon a reference to the corresponding statement of the previous year and the explanations regarding it, it will be seen that in the absence of timely information from the accountant-general's department, there was an error in the amount shown at credit of the port fund, which I was only able to correct upon the receipt of a memorandum from the accountant-general when closing the examination of the port fund accounts of several years past. There may be some, not very considerable, difference in the account current for this year also, compared with the accountant-general's; for up to this time I have been unable to procure the necessary detail of Calcutta expenditure from the above-named department for 1870-71.

70. The balance at credit of the port fund on the 31st March 1871, including the Moishkhall toll collections up to that date, and the interest upon Rs. 25,000 worth of promissory notes, after deducting the large expenditure and contributions of the year, under review, stands at Rs. 56,000 or thereabouts in round numbers.

*Pilot Fund.*

71. The subjoined account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

	Rs. A. P.	Rs. A. P.
To balance in favour of the pilot fund on the 31st March 1869 ...	4,430 6 0	
Receipts during the year ...	8,298 2 8	
	<hr/>	<hr/>
Disbursements ( <i>vide</i> statement No. 4)	3,533 3 3	12,728 8 8
	<hr/>	<hr/>
Balance on the 31st March 1871 ...	9,195 5 5	3,533 3 3
	<hr/>	<hr/>
	9,195 5 5	9,195 5 5

72. The higher rates of pilotage sanctioned by Government have considerably increased the amount at credit of the fund, which is very satisfactory, as it has placed us in a position to meet any ordinary casualty without drawing upon other sources.

73. It is a mistake to suppose that the amended rates of pilotage referred to above, which are still moderate, will have any influence in deterring vessels from coming to this port while there are freights to be earned. As regards native vessels the employment of a pilot being optional, they do not take them as a rule.

74. The following statement shews the number of vessels and their tonnage built in the year under review and the previous year :—

No. 6.

	No. of vessels.	Tonnage.
1869-70 ...	7	1,253
1870-71 ...	6	1,028

75. It will be seen by the above statement that a larger class of vessels, and, referring specially to the year under review, a better class of vessels have been built in the construction of which more regard has been paid to sea-going qualities, strength, and model. It is worthy of remark that the native builders here can seldom read or write. I was the more

struck with this fact, when, upon observing a really greatly improved style of vessel that was built here during the past season, I was told the constructor could neither read nor write.

#### *Wrecks in the Bay.*

76. There were six Chittagong vessels lost. Three of them, with crews, have not been heard of; the crews of the three others were saved. But, as shown in my report No. 298, dated 18th March 1871, the ordinary class of vessels built at Chittagong, with a few exceptions, are utterly unseaworthy. Men with capital, however, are gradually introducing a better system of building, and a few very creditable description of vessels have been turned out lately; but I would venture to suggest for the consideration of Government that all owners and masters of vessels known to be unseaworthy should be authoritatively warned that in the event of loss of life through the unseaworthiness of their vessels, they would be prosecuted under the provisions of sections 336 and 337 of the Indian Penal Code as suggested in Government letter No. 2464, dated 23rd August 1870, forwarded to this office with Commissioner's letter No. 101, dated 9th September 1870.

77. I cannot at present see any other way of modifying, if not altogether preventing, this yearly sacrifice of human life.

#### *Wrecks on the Coast.*

78. The ship *John Banks*, an English vessel of 680 tons, salt laden from Liverpool, was lost on one of the eastern prongs of the sea reefs, about 60 miles to the westward of Chittagong; crew all saved. But there were no wrecks actually on the coast of Chittagong during the year.

79. The Kootubdea light has been burning satisfactorily, and the first class spire-buoy lately placed near the shoal patch, four miles west of it, has already saved one vessel from getting on this danger by the look-out discovering it just in time to escape when working up the coast during the night. The necessity for, and usefulness of, this danger mark is thereby confirmed.

80. Norman's Point light has also been reported very satisfactory. These beacons are constructed entirely of wood, and it is only a question of time and the progress of our trade when these must needs be succeeded by a good substantial light-house further inland, as the sea-face of the land is cutting away so much that the house of the jemadar, who is in charge of the lights, had to be removed further inland a short time since.

#### *Future Prospects.*

81. This port, in my opinion, must sooner or later become the main outlet for the produce of Eastern Bengal; but until either inland steamers or railways are introduced for the conveyance of produce to the port, its progress must necessarily be limited. Either of these projects would, I think, be preferable to cutting a canal if it could be successfully done, for I greatly fear that the silt from it for some years would materially affect the navigable channels of the Kurnafoolee river, for the ordinary tides have not sufficient strength to carry it away to sea, and it would naturally be deposited on the shoalest parts, and probably render the river unnavigable for large draught vessels.

82. The approaches to Chittagong are considerably difficult, and require precaution and judgment when approaching the coast, especially for the first time. The currents vary considerably, but not always regular with the change of the monsoons, and have often been known to change, in the eastern side of the bay near this coast, to an almost opposite direction before it could have been anticipated. Judging from any of the sailing directions that I have seen, I consider it unfortunate that the late survey of the coast by Mr. Pearson was not published in separate sheets on a large scale, instead of amalgamating it with the previous surveys, having only explanatory notes attached (I have seen no other), and on a scale much too small for coasting purposes where so many dangers exist. I hope it is not yet too late, however, to have this valuable survey published separately on a large scale, purely as a coasting chart, for in that form only can it be of any practical advantage to the navigator; and I think I am right in stating that the original object of the survey was to provide a reliable coasting chart of this intricate and dangerous part of the coast, the southern limit of which, being high and remarkable, is usually the first land sought to be made by vessels bound to this port.

83. Mr. Thompson held the office of assistant conservator from the beginning of the official year up to 4th March 1871, and was transferred to Calcutta.

84. Mr. W. Warden took charge of the office of assistant conservator on the 20th March 1871. His service has therefore been too brief to enable me to offer any opinion other than his evident willingness and desire to carry out the duties of his office satisfactorily.

85. The duties of the port office, which have increased more than three-fold of late years, have been performed very creditably by the port clerk alone, and his practical knowledge as an accountant was of great service to me in extricating the port fund accounts from the confusion they had been in for years past.

86. I trust the administration of the port department for the year under review may be approved.

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 13, 1871. 611

*Statement showing the receipts and disbursements of the Port of Chittagong for the year 1870-71, as compared with 1869-70.*

ITEMS OF RECEIPTS.	RECEIPTS.			DISBURSEMENTS.						
	1869-70.		1870-71.	Decrease.	ITEMS OF DISBURSEMENTS.		1869-70.	1870-71.	Increase.	Decrease.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.
Port dues	10,596	17,030	2,567		Port establishment	2,050	2,203	153		
Miscellaneous	1,504	203	1,301	203	Stores	1,533	.....	.....	1,533	
					Contingencies	160	271	111	.....	
					Norman Point and Kootubdea lights, house establishment	1,598	1,659	71	.....	
					Stores	3,507	4,221	714	.....	
					Contingencies	651	582	69	.....	
					Schooner <i>Swallow</i> establishment	807	421	.....	376	
					Stores	.....	.....	.....	.....	
					Contingencies	117	.....	.....	117	
					Signal station establishment	137	180	43	.....	
					Stores	452	.....	.....	452	
					Patung Point stores	61	.....	.....	61	
					Ditto renewing the beacon	.....	594	594	.....	
					Stationery and printed forms	46	21	.....	24	
					Re-buoying the Chittagong river	.....	8,183	8,183	.....	
					Construction of a dispensary and hospital (contributions from port fund)	.....	4,000	4,000	.....	
					Floating jetty	.....	1,016	1,018	.....	
					Public Works expenditure—repairs to jetty	403	462	49	.....	
					Ditto	147	.....	.....	147	
					Repairs to light-house and other buildings at Kootubdea	1,610	132	.....	1,508	
					Ditto, protecting the light-house from the encroachment of the sea	2,325	.....	.....	2,325	
					Refund of port dues	70	.....	.....	70	
Total ..	21,100	17,342	3,858		Total ..	15,705	23,925	14,914	8,694	

COMMISSIONER'S OFFICE, CHITTAGONG,  
The 13th June 1871.

H. HANKEY, *Offg. Commissioner.*

From R. H. WILSON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of the Chittagong Division,—(No. 2705, dated Fort William, the 5th September 1871.)

I AM directed to acknowledge the receipt of your letter No. 15, dated 13th June, containing your report on the Chittagong port fund for the year 1870-71, and to communicate the following orders and observations.

2. The Lieutenant-Governor observes that the number and the tonnage of vessels entering Chittagong port were 10 per cent. less than in the year 1869-70; the decrease has been apparent in all classes of vessels, but has been greatest in Liverpool ships laden with salt. His Honor desires to be informed whether the trade of Chittagong has continued to fall in the present year; whether it is believed that ships, which formerly obtained rice for export from Chittagong, are beginning to frequent Akyab; how the deficiency in the supply of Liverpool salt has been met; and whether the local price of salt has risen in consequence. It should also be stated whether last year's harvests were good, and whether anything is known as to what became of the surplus rice from Tipperah and Noacolly, which has hitherto been exported from Chittagong; whether, that is to say, it remained in the country or was exported by some other route.

3. A copy of your paragraph 6 has been sent to the Accountant-General, with a request that he will arrange, if possible, for meeting your views by letting the Conservator have a statement of the expenditure on stores within a few weeks of the end of each year.

4. With respect to the purchase of a port schooner, a separate communication will be addressed to you on the conclusion of inquiries which are in progress.

5. The attention of the Public Works Department of this Government has been called to those paragraphs of your report which refer to the construction of a floating jetty and the improvement of the present standing jetty.

6. The Lieutenant-Governor learns with satisfaction that native ship-builders have begun to construct a better class of vessels than those hitherto used.

7. The Master Attendant has been asked to take into early consideration the suggestion in your 18th paragraph, that the survey of the coast should be published separately as a coasting chart. The Lieutenant-Governor desires that this matter be not lost sight of. If you will submit a separate report with an estimate and detailed proposals for deepening the Moheskali khal, the Lieutenant-Governor will be ready to take the matter into consideration. He fears that some part of the cost of the scheme would have to be provided locally, either from the port fund or from such other source as you can suggest; but a part could probably be contributed from the provincial budget for communications.

8. Your opinion is requested on the proposals contained in Mr. Marshall's paragraphs 17 and 18. If the "balam" boats are really leaving the port, and if the funds can afford to lose the Rs. 3,000 they pay, Mr. Marshall's proposal ought to be carefully considered. The decrease in the number of balam boats seems to have been 11 per cent.; but the tonnage increased last year.

9. With reference to paragraphs 58 and 59 of the Conservator's letter, the Lieutenant-Governor desires to know whether any part of the present pilot establishment is inefficient; and if so, what change, if any, you would recommend to prevent unnecessary risk to vessels entering the port.

10. As the cost of re-bridging the river (Rs. 8,163) was a special charge which will not recur, the condition of the port fund may be considered fairly satisfactory; for its gross receipts were Rs. 17,039 against a gross expenditure of Rs. 23,925, while the fund has at its credit a balance of Rs. 55,622.

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 18, 1871. 613

*Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 9th September 1871.*

Number.	District.	Date of return from each district.	Rainfall at Suder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Sept. 8th	1·1	Favorable ...	Good.	
2	Monghyr	" 9th	4·3	Rainy then bright	Bhadoi more than half destroyed and Amun partially injured.	Floods subsiding.
3	Purneah	" 2nd	7·9	Rain and sun ...	Generally good.	
4	Rajmehal	" 9th	4·5	Fine ...	Aghany rice good.	
5	Deoghur	" 9th	1·9	Favorable ...	High land rice very good; low land crop damaged by too much rain.	
6	Nya Doomka	" 9th	3·9	*		
7	Godda	" 9th	+	Favorable ...	Excellent.	No information submitted.
8	Pakour	" 9th	1·0	Seasonable ...	No change.	No rain gauge.
9	Jamtara.					Very heavy rain on two days.
10	Patna	" 9th	1·1	Rainy, cloudy, and sultry.	Bhadoi almost lost by rain and floods. Rice uncertain yet, but reports are rather favorable.	
11	Gya	" 7th	2	Fair and cloudy	Bhadoi injured; rice promises well.	
12	Chumparun	" 9th	1·4	Cool ...	High land crops good; low land ones much damaged by inundation.	
13	Sarun	" 9th	6·4	Rainy and unfavorable.	Crops hopelessly destroyed by inundation.	Local distress apprehended.
14	Shahabad.					
15	Tirhoot	" 9th	2·1	Little rainy and cloudy.	Most crops damaged considerably by inundation.	Bhagirathi, Gunduk, and the Ganges gradually falling.
16	Rajshahye	" 7th	1·3	Rainy and cloudy	High land Ous and Amun good and promising, but the low land ones very much destroyed by floods.	
17	Bogra	" 8th	4·1	Changeable ...	Favorable.	
18	Dinagepore	" 9th	2·1	Very hot and close.		
19	Maldah	" 8th	5·5	Rainy ...	Bhadoi and Amun very much damaged by inundation.	
20	Moorshedabad	" 9th	1·7	Fair ...	A great part of the Amun destroyed. There is slight improvement from the falling of the river.	
21	Pubna	" 9th	4·9	Seasonable ...	Ous and Amun injured by inundation.	
22	Rungspore	" 9th	5·6	Rain and sun ...	Good.	Rivers still very high, and land much under water.
23	Burdwan	" 9th	6·3	Rainy and fair ...	Ous much and Amun a little damaged; sugar-cane not good.	
24	Bancoorah	" 9th	1·2	Hot ...	Favorable.	
25	Beerbhoom	" 9th	3·2	Rain and sun ...	Good.	
26	Hooghly	" 9th	3·9	Clear, then rainy and cloudy.	Ous good. Amun in low lands injured by inundation.	
27	Howrah	" 9th	1·0	Favorable ...	Crops in high lands very good; in low lands partially destroyed by heavy rain.	
28	Midnapore	" 8th	2·9	Dry ...	Good.	
29	Nuddea	" 9th	5	Not unfavorable	Most crops damaged very much.	The present inundation is said to be the severest ever experienced, except perhaps that of 1823.
30	Jessore	" 8th	1·3	Hot and cloudy	Great loss to Ous and Amun by inundation, which has submerged almost the whole district.	Loss of houses, crops, and cattle is great; and steamer apprehended.
31	24-Pergunnahs	" 9th	4·5	Rainy and cloudy	Generally good, except in the Busserhaut sub-division, where both Ous and Amun have been injured by flood.	
32	Dacca	" 1st	4	Dry, hot, and cloudy.	Good.	
33	Backergunge	" 2nd	1·1	Sunny and rainy	Favorable.	

## 614 SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 18, 1871.

Number.	District.	Date of return from each district.	Rainfall at Sunder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
34	Furreedpore	Sept. 9th	5.3	Rainy and fair, but still and oppressive.	Rice good; sugarcane damaged by inundation.	Very high inundation, such as has not been known for many years.
35	Mymensingh	" 2nd	6.9	Very rainy ...	Early crops reaped; late rice safe yet, though the rivers have risen very high.	
36	Sylhet	" 2nd	2.5	Cool and showery	Favorable.	
37	Cachar	" 2nd	3.2	Cloudy, rainy, and cool.	Good; rivers falling.	
38	Chittagong	" 1st	.6	Generally fine ...	Favorable.	
39	Noakhally or Bulloah	" 1st	1.7	Very hot ...	Good	
40	Tipperah	" 1st	3	Very hot ...	Good.	
41	Hill Tracts of Chittagong	Aug. 26th	7.1	Rainy ...	Good.	
42	Cuttack	Sept. 9th	3	Favorable. ...	Good.	
43	Balasore	" 9th	2.2	Rainy ...	Very prosperous.	
44	Pooree	" 1st	2.0	Hot & unhealthy.	Generally good; but in some places gloomy for want of rain.	Much sickness.
45	Hazareebaugh	" 9th	6.7	Very rainy ...	No serious damage done yet.	
46	Lohardugga	" 8th	5.2	Rainy ...	Excellent.	
47	Maunbhoom	" 9th	.7	Rainy ...	Not very favorable.	
48	Singbhookm	" 2nd	.7	Seasonable ...	Favorable.	
49	Durrung					
50	Nowgong	" 2nd	6.5	Rainy ...	Good, except in places inundated by hill streams.	
51	Seesbaugor.					
52	Kamroop	" 2nd	.2	Dry ...	Good.	
53	Luckimpore.					
54	Khasi and Jynteah Hills.	" 1st	1.3	Cloudy and rainy	Favorable.	
55	Naga Hills.					
56	Julpigoree	" 1st	5.4	Cloudy and wet	Amun improving.	
57	Gowalparah	" 2nd	2.6	Rainy ...	Favorable.	
58	Garo Hill's	" 2nd	3.1	Seasonable ...	Healthy.	
59	Darjeeling	" 2nd	4.6	Healthy ...	Late rice suffering for want of rain; other crops good.	
60	Cooch Behar	" 2nd	*	Very rainy ...	Good.	* No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :  
The 12th September 1871.

C. BERNARD,  
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office	0·10	2·70	45·58	3rd Sept. 1871.	
	Jail	0·25	1·37	40·18	ditto.	
	False Point	2·70	Not received	48·30	27th Aug. 1871.	
	Jajipore	1·14	1·44	71·64	3rd Sept. 1871.	
	Kendraparah	Nil	0·00	36·20	ditto.	
	Jugutsingpore	1·40	0·60	30·13	ditto.	
	Suniulpore	0·48	Nil	34·33	ditto.	
	Bainsore	2·18	0·31	43·91	ditto.	
	Blind-truck	0·32	0·70	46·56	ditto.	
	Pooree	1·20	1·18	41·56	ditto.	
CHOTA NAGPUR.	Khoordab	4·29	2·75	40·32	ditto.	
	Hazareebagh	0·41	1·78	42·05	ditto.	
	Burhee	1·50	0·62	38·00	ditto.	
	Pachamba	2·85	1·44	47·50	ditto.	
	Ranchoo	3·27	0·34	47·87	ditto.	
	Palanow	2·52	0·6	39·10	ditto.	
	Ponulik	4·18	0·10	53·28	ditto.	
	Gobindpore	4·76	1·26	42·16	ditto.	
	Chyawan	0·09	0·72	44·46	ditto.	
	Patna	2·72	1·16	40·30	ditto.	
PATNA.	Behar	1·04	Not received	44·50	27th Aug. 1871.	
	Birh	1·13	0·18	20·02	3rd Sept. 1871	
	Dumapore	0·33	0·60	40·90	ditto.	
	Gya	1·38	0·07	41·86	ditto.	
	Sherghatty	3·02	0·81	38·42	ditto.	
	Nowadah	0·67	1·41	41·40	ditto.	
	Arunagabad	1·20	0·44	33·48	ditto.	
	Chimpurao	Not received	2·75	32·04	ditto	
	Bettiah	7·77	4·15	40·53	ditto	
	Chuprodh	2·90	3·20	52·78	ditto.	
BRAHMAPUR.	Sewan	0·68	0·00	52·89	ditto.	
	Mozullerpore	1·80	2·80	42·00	ditto.	
	Durbhangah	9·18	5·78	59·15	ditto.	
	Seetamaroo	7·83	2·35	41·82	ditto.	
	Tai pore	2·00	2·00	26·70	ditto	
	Mudjhuhani	11·09	3·52	41·10	ditto	
	Hajipore	3·43	1·93	27·08	ditto	
	Arrah	5·70	0·62	40·15	ditto.	
	Buxar	4·58	1·75	55·54	ditto.	
	Sassaram	2·60	0·43	36·34	ditto.	
BENGAL.	Bhubhoorah	2·31	2·61	48·48	ditto.	
	Banaras	2·50	2·50	42·13	ditto.	
	Bhagnipore	0·99	1·07	30·40	ditto.	
	Mudley poorah	6·20	0·80	45·03	ditto.	
	Banksa	3·17	Not received	34·26	27th Aug. 1871.	
	Sopool	12·25	3·02	17·78	3rd Sept. 1871	
	Monghyr	5·40	0·40	41·83	ditto.	
	Jamnoie	2·30	1·93	40·48	ditto.	
	Begooeari	1·54	0·13	33·90	ditto.	
	Dooghour	1·74	0·95	48·98	ditto.	
BRAHMAPUR.	Jamtara	4·10	Not received	55·33	27th Aug. 1871	
	Rajmehal	6·20	5·60	53·60	3rd Sept. 1871	
	Pakour	5·30	2·40	34·44	ditto	
	Purneah	9·71	6·34	62·79	ditto.	
	Kishangunge	3·23	4·99	46·47	ditto	
	Arraria	5·24	9·66	50·10	ditto	
	Rampore Bealeah...	6·70	1·36	61·36	ditto.	
	Natiore	3·99	8·64	67·55	ditto.	
	Bograh	6·60	2·22	72·94	ditto.	
	Dinagepore	4·90	3·23	59·33	ditto.	
BORDWAH.	Maldah	2·71	5·30	41·61	ditto.	
	Berianspore	2·44	1·33	51·48	ditto.	
	Jungipore	8·53	2·70	47·94	ditto.	
	Lalbagh	2·74	8·34	47·05	ditto.	
	Jamookandi	4·00	2·52	47·60	ditto.	
	Pubna	2·28	2·18	59·86	ditto.	
	Serajunge	2·08	3·14	63·23	ditto.	
	Huengpore	6·10	9·60	80·30	ditto.	
	Bhowanigunge	8·24	4·04	66·34	ditto.	
	Titalya	7·06	8·85	65·86	ditto.	
BORDWAH.	Huriwan	8·91	0·86	50·94	ditto.	
	Cutwa	3·44	2·40	50·06	ditto.	
	Culna	2·03	0·35	54·82	ditto.	
	Bood-Bood	8·93	0·60	55·78	ditto.	
	Hancoorah	2·17	0·30	50·48	ditto.	
	Raneegunge	4·29	0·89	48·10	ditto.	
	Soorree	3·74	1·88	47·03	ditto.	
	Hoochly	1·90	0·60	64·90	ditto.	
	Serampore	8·75	0·56	43·49	ditto.	
	Jehanshad	9·02	1·91	58·48	ditto.	
CONTIAH.	Hovrah	2·03	1·03	76·10	ditto.	
	Midnapore	8·30	2·11	57·90	ditto.	
	Contai { Dy. Collr.'s Office	0·31	0·51	57·15	ditto.	
	Contai { Engg'r. Office	0·52	0·58	68·70	ditto.	
	Gurheta	2·04	0·85	49·84	ditto.	
TANJORE.	Tuslook	1·07	1·10	64·90	ditto.	
						From 6th February.

DIVISION	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	3.00	1.14	40.64	3rd Sept. 1871	
	Bongong	4.31	1.28	63.57	ditto.	
	Ranughat	2.19	0.37	48.42	ditto.	
	Meherpore	5.94	0.85	48.50	ditto.	
	Chooadungah	Not received	2.10	63.45	ditto	Not received 21st to 27th August.
	Kooshtehah	3.07	1.56	64.08	ditto.	
	Jessoro	4.31	1.67	71.00	ditto.	
	Khoolnah	2.01	2.03	61.98	ditto.	From 16th February.
	Jenidah	7.44	Not received	73.75	27th Aug. 1871	From 8th March.
	Nurnil	1.08	ditto	51.95	ditto	From 3rd April.
	Magoorah	2.27	ditto	36.92	ditto	ditto.
	Bogirbhat	3.07	ditto	64.39	ditto	ditto.
	Saugor Island	0.50	0.70	74.80	3rd Sept. 1871	
	Calcutta	2.91	0.84	78.00	ditto.	
	Alipore { Jail	2.02	1.13	80.30	ditto.	
	Hospital...	2.56	1.11	76.32	ditto.	
	Barrackpore	2.95	0.10	75.50	ditto.	
	Dum-Dum	1.08	0.87	51.04	ditto.	
	Barnet	0.98	0.25	55.97	ditto.	
	Satkherh	3.15	1.15	61.18	ditto.	
	Busseerhant	2.08	1.05	62.06	ditto.	
	Diamond Harbour	0.72	0.77	69.69	ditto.	
	Barrupore	5.05	1.00	73.09	ditto.	
DACC.	Dacca { Telegraph Office	1.58	1.42	71.88	ditto.	
	Jail	1.00	0.80	69.50	ditto.	
	Burrisul	3.06	1.77	71.70	ditto.	
	Dowlat Khan	7.11	0.51	81.56	ditto.	
	Perozopore	3.92	1.72	70.16	ditto.	
	Madaripore	3.32	1.23	66.27	ditto.	
	Furreedpore	0.98	1.01	77.55	ditto.	
	Goalundo	4.65	0.17	41.96	ditto	
	Myuenasing	7.44	7.93	92.17	ditto.	
	Jamalpore	7.12	Not received	62.15	27th Aug. 1871	From 5th June.
	Atteah	3.77	0.76	81.53	3rd Sept. 1871	Not received 12th to 18th June.
	Kishoregunge	4.07	3.53	84.97	ditto.	
	Sylhet	10.78	3.15	110.20	ditto.	
	Cucnor	5.84	Not received	70.04	27th Aug. 1871	Not received 10th to 23rd July.
CORTESIANA.	Hylakandy	4.70	ditto	80.54	ditto	Not received 31st July to 6th Aug.
	Koyah	4.33	ditto	81.00	ditto	
	Chittagong { Telegraph Office	7.30	2.20	86.88	3rd Sept. 1871	
	Jail	7.02	2.02	90.20	ditto.	
	Cox's Bazar	5.90	Not received	142.44	27th Aug. 1871	
	Rangamata Hill	6.36	ditto	78.92	ditto.	
	Norkhuly	4.84	2.13	90.93	3rd Sept. 1871	
	Tipperah	8.70	1.60	84.77	ditto.	
	Brahmanbariah	8.58	3.44	90.12	ditto.	
	Akyab	8.80	Nil	102.30	ditto.	
COOCH BEHAR.	Buxa	10.33	11.13	153.18	ditto.	
	Gowalparah	3.96	2.84	78.11	ditto.	
	Dhuobree	7.20	2.10	54.76	ditto	Not recorded 27th Feb. to 8th March.
	Tura (Garo Hills)	8.01	Not received	82.75	27th Aug. 1871	
	Darjeeling { Telegraph Office	Not received	ditto	70.69	31st July 1871	
	Hospital	9.31	2.34	90.77	3rd Sept. 1871	
	Runghee	Not received	Not received	117.04	31st July 1871	
	Falmcottah	ditto	ditto	43.07	6th Aug. 1871	
	Jalpigooree	11.27	4.33	70.78	3rd Sept. 1871	
	Boda	6.85	4.50	59.63	ditto.	
ASAM.	Texpore	8.56	Not received	60.81	27th Aug. 1871	
	Nowgong	21.30	ditto	95.17	ditto.	
	Mungledeye	6.50	ditto	59.24	ditto	From 30th January.
	Burpettah	6.29	ditto	60.16	ditto.	
	Towwhatty	3.52	0.38	49.37	3rd Sept. 1871	
	Seebangor	13.15	Not received	68.71	27th Aug. 1871	
	Jorehout	6.08	ditto	74.82	ditto	From 27th February.
	Golaghat	7.71	ditto	85.10	ditto.	
	Nazeerah	5.19	ditto	85.12	ditto.	
	Debrooghur	1.70	ditto	80.25	ditto.	
	Suddya	4.82	ditto	71.34	ditto	
	Shillong	6.10	ditto	64.92	ditto.	Not received 31st July to 6th Aug.
	Cherrapoonjee	23.27	ditto	250.43	ditto	From 18th February.
	Jowai	8.70	ditto	92.69	ditto	
	Samoogoodting	Not received	ditto	36.69	20th Aug. 1871.	

HENRY F. BLanford,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,  
The 9th September 1871.

## Meteorological Telegraphic Report for the period 3rd to 9th September 1871.

Station.	Date.	Hour.	Barometer reduced to 83°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
Calcutta.	Sept.											
	3rd	10	29.732	29.750	84.6	80.6	83	S S W	...	...	K	
	16	29.655	29.673	85.4	81.7	84	S by W	...	...			
	4th	10	29.748	29.764	87.0	82.7	83	S by W	...	...	K	
	16	29.700	29.727	79.6	79.5	93	W by N	...	...			suds from e by w
	5th	10	29.775	29.783	85.8	79.0	77	S W	...	3.2	CS	
	16	29.686	29.704	78.0	77.0	95	S S E	...	0.65			o, v
	6th	10	29.705	29.783	81.2	78.5	88	S by W	...	1.33	CK, K	
	16	29.817	29.806	83.0	79.0	83	S by E	...	0.21	CK		
	7th	10	29.735	*29.753	83.7	80.5	86	S	...	...	K	
	16	29.647	29.665	83.5	79.3	83	S S W	...	...			o, r
	8th	10	29.608	29.680	86.0	80.8	79	S	...	0.20	K, C	
	16	29.510	29.537	89.0	82.7	76	S by E	...	...	X, S		
	9th	10	29.697	29.626	83.8	80.0	83	E by N	...	...	K, N	
	16	29.480	29.408	84.0	81.0	87	S E	...	0.08			
Saigon Island.	3rd	10	29.751	29.757	84	81	87	S W	10.0°	0.20	N	b, p, v
	16	29.602	29.608	87	83	83	S S W	15.7°	...			o
	4th	10	29.781	29.787	84	84	83	S S W	15.2°	...	N	b, u
	16	29.677	29.683	87	84	87	S S W	17.1°	...			o, u
	5th	10	29.787	29.793	83	84	83	W S W	4.1°	...	N	b
	16	29.690	29.696	82	80	91	S	11.6°	1.20			o, r, u
	6th	10	29.780	29.796	81	80	95	S S E	3.5°	1.19	N	o, r
	16	29.658	29.681	82	80	91	S S W	18.1°	0.10			b, r, u
	7th	10	29.741	29.747	83	81	91	S	10.9°	0.10	N	b, d, u
	16	29.643	29.660	82	80	91	S S W	10.1°	0.10			o, r, n
	8th	10	29.681	29.687	80	82	83	S S W	6.2°	0.10	N	b, n, v
	16	29.638	29.642	82	82	78	S S E	4.4°	...	K, S	b	
	9th	10	29.608	29.611	80	84	80	N E	14.0°	...	N	b
	16	29.497	29.503	85	82	87	S E	4.7°	0.50	N	b, u, v	
Curragong.	2nd	10	29.743	29.852	86	81	79	E S E	4.5°	0.20	K	b, o
	16	29.628	29.737	80	75	75	S W	9.7°	...	K, KS	b	
	3rd	10	29.724	29.599	81	78	93	S W	4.9°	0.70	KS	p, n
	16	29.627	29.730	77	70	95	N W	5.9°	1.20	N	d, o, g	
	4th	10	29.738	29.818	84	81	87	E	3.5°	0.50	K, C	b, t
	16	29.641	29.750	86	81	79	W S W	10.8°	0.10	K, KS	p	
	5th	10	29.713	29.838	85	79	75	S E	3.9°	0.20	K, KS	o, v
	16	29.681	29.711	85	80	79	S W	11.9°	...	K, C	b	
	6th	10	29.713	29.822	84	81	75	S S W	3.8°	0.30	K, C	b, v
	16	29.600	29.718	87	80	72	S W	9.1°	...	K, KS	b	
	7th	10	29.601	29.800	86	80	75	E	2.3°	...	K, CS	b
	16	29.548	29.653	87	80	72	S	10.1°	...	K, CK	b	
	8th	10	29.612	29.722	85	80	79	N W	4.3°	...	K, KS	n
	16	29.549	29.643	83	80	87	S	6.3°	...	N	d, n, t	
	9th	10	29.570	29.687	84	79	79	N N E	...	...	KS	u
	16	29.401	29.575	83	78	78	N N W	4.6°	0.40	C, KS, N	d	
Madras.	3rd	10	29.808	29.838	80	70	62	W N W	0°	...		b
	16	29.600	29.720	80	70	61	N by W	10°	...		b	
	4th	10	29.842	29.872	80	77	63	S by E	5°	...		bo
	16	29.710	29.740	87	77	61	N N W	0°	...		bo	
	5th	10	29.882	29.882	82	77	48	S by W	8°	...		bo
	16	29.710	29.740	80	79	62	N E	0°	...		bo	
	6th	10	29.887	29.867	89	78	52	S E by S	9°	...		bo
	16	29.681	29.714	87	77	61	N N W	9°	...		bo	
	7th	10	29.808	29.838	87	77	61	S E	10°	0.01		bo
	16	29.678	29.703	86	77	61	N N W	4°	0.01		bo	
	8th	10	29.787	29.817	87	71	51	S S E	13°	...		bo
	16	29.650	29.680	80	75	78	S	11°	0.48		bo	
	9th	10	29.696	29.778	87	80	79	W N W	0.3°	1.10	C	fair
	16	29.616	29.697	81	81	63	S S W	0.5°	...	C, KS	bully	
	4th	10	29.726	29.808	88	82	70	S W	0.4°	...	KS	cloudy
	16	29.677	29.760	78	70	60	W	0.4°	...	N		
	5th	10	29.720	29.811	86	81	83	W S W	0.1°	1.60	KS, C	o
	16	29.737 P	29.820 P	77	76	95	N N E	0.4°	...	N	o	
	6th	10	29.737	29.820	79	77	90	E S E	0.1°	2.00	KS, N	
	16	29.624	29.700	80	79	83	S S W	0.2°	...	KS, N		
	7th	10	29.671	29.756	86	80	79	W S W	...	...	KS	fair
	16	29.580	29.619	85	80	70	S S W	0.3°	...	KS	t, l	
	8th	10	29.600	29.682	87	81	70	N N W	0.1°	...	C, K, KS	cloudy
	16	29.580	29.589	86	80	75	B S E	0.2°	...	N	t, l, e	
Antar.	2nd	10	29.881	29.846	84	80	89	E	1°	...	CK, KS	b
	16	29.710	29.725	85	80	79	W	1°	...	C, K	b	
	3rd	10	29.805	29.820	88	80	87	S E	1°	...	K, CK, CS	b
	16	29.710	29.725	85	80	70	W N W	1°	...	K, KS	b	
	4th	10	29.891	29.836	84	80	85	S E	1°	0.90	K, CK, CS	b
	16	29.717	29.782	80	80	75	W	1°	...	K, C, CS	b	
	5th	10	29.834	29.840	83	79	83	E W	1°	...	KS	o
	16	29.718	29.728	84	79	79	W	1°	...	KS	o	
	6th	10	29.816	29.831	89	79	67	S	1°	...	K, KS	g
	16	29.680	29.695	85	80	79	W	1°	...	S, KS	g	
	7th	10	29.765	29.780	83	79	83	N W	1°	...	C, K, CS	b
	16	29.620	29.635	85	80	79	N W	1°	...	K	b, j	
	8th	10	29.604	29.709	76	74	60	N	1°	1.40	N	r
	16	29.674	29.599	80	78	61	N N W	1°	0.10	K, E	g	
	9th	10	29.637	29.652	82	79	87	E S E	1°	0.10	K, KS	g
	16	29.584	29.669	80	77	86	S	1°	0.10	K, KS, CS	g	

• Velocity of wind in miles per hour.

 CALCUTTA.  
The 9th September 1871.

 HENRY F. BLANFORD,  
Meteorological Reporter to the Government of Bengal.

**Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871.**

Month.	Date.	Mean reduced barometer. Inches.	THERMOMETER.				Mean dry bulb.	Mean wet bulb.	Computed dew-point.	Mean degree of humidity.	WIND.			GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiat.	Min. solar radiat.					Prevailing direction.	Max. pressure.	Daily velocity.	
Sept.	1st	29.755	86.6	80.8	147.2	83.3	80.5	78.5	0.80	S by W & S SW	... ...	22.8 ...	...	Cirri and cumuli. Drizzled at 1 P.M.
	2nd	.707	88.6	80.6	140.6	88.6	80.5	78.3	.86	S by W & S SW	1.0	65.7 ...	...	Stratoni and cirri. Drizzled at 6 A.M.
	3rd	.684	87.2	81.6	137.6	83.9	80.8	78.6	.86	S by W & S SW	...	101.1 ...	...	Stratoni and cirri. Lightning on 8 W at 7 and 8 P.M.
	4th	.700	91.0	79.0	161.0	82.3	80.5	78.5	.86	S by W & S W	2.4	146.0 8.25	...	Stratoni, cumuli, and overcast. Breeze wind at 3 P.M. Thunder at 4, and from 12½ A.M. to 6 P.M. Lightning at 4 A.M. and from 4 to 8 P.M. Heavy rain from 3½ to 4 P.M., and slight rain from 4½ to 11 P.M.
	5th	.727	87.7	78.0	147.0	81.2	79.0	77.5	.89	S W & S by W	1.9	75.9 1.28	...	Cirri, cirrostrati, and overcast. Breeze wind at 3½ P.M. Thunder at 3½ and 6 P.M. Lightning at 5 P.M. Rain from 1½ to 9 P.M.
	6th	.714	86.5	79.0	150.6	81.7	79.3	77.6	.88	S by W & S	...	41.0 0.86	...	Overcast, cumuli, and stratoni. Slight rain from 3 to 6 and 9½ A.M.
	7th	.673	87.4	78.6	144.6	82.0	79.5	77.7	.87	S & S by E	0.6	195.1 0.90	€	Cirri, cumuli, and clear. Rain at 4 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	... 13.0
The max. temperature during the past seven days	... 91.0
The max. temperature during the corresponding period of the past year	... 87.0
The mean humidity during the past seven days	... 0.87
The mean humidity during the corresponding period of the past year	... 0.89
The total fall of rain from 1st to 7th	... { by lower rain gauge ... { by anemometer gauge
Ditto ditto average of seventeen previous years	... 5.08
Ditto between the 1st January and the 7th September	... 4.65
Ditto ditto ditto ditto, average of seventeen previous years...	... 2.28
	... 81.43
	... 58.57

GORENAUTH SEN,  
In charge of the Observatory.

The 8th September 1871.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY—MAIN LINE.

*Approximate Return of Traffic for week ended 26th August 1871, on 1,279½ miles open.*

	COACHING TRAFFIC.				MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.			
Total traffic for the week ...	83,417	91,008 13 7	8,350 14 7	867,016 20	2,08,044 7 0	19,070 14 10	27,421 9 5		
Or per mile of railway ...		71 3 2	0 10 7		102 9 7	14 18 1	21 8 8		
For previous 7 weeks of half-year ...	618,623	7,27,069 9 5	66,730 10 11	2,715,437 20	16,41,810 4 3	150,453 8 10	217,183 10 9		
Total for 8 weeks ...	697,040	9,19,008 7 0	75,081 6 6	8,082,454 0	18,49,354 11 9	180,524 3 8	244,405 10 2		
COMPARISON.									
Total for corresponding week of previous year ...	76,934	95,190 0 11	6,726 11 7	899,565 10	2,96,593 13 1	27,156 17 0	35,913 8 7		
Per mile of railway corresponding week of previous year ...		84 2 2	7 14 3		262 1 10	24 0 7	31 14 10		
Total to corresponding date of previous year ...	710,509	8,90,935 11 8	82,220 18 10	8,954,335 30	27,29,235 2 2	250,170 17 9	332,400 10 7		

## EAST INDIAN RAILWAY—JUBRULPORE LINE.

*Approximate Return of Traffic for week ended 26th August 1871, on 223 miles open.*

	COACHING TRAFFIC.				MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.			
Total traffic for the week ...	3,458	7,700 6 5	715 13 7	33,120 10	8,070 0 6	822 0 1	1,537 10 8		
Or per mile of railway ...		35 0 2	3 4 2		40 3 8	3 13 0	0 17 11		
For previous 7 weeks of half-year ...	24,745	60,140 0 6	5,512 16 0	236,100 10	55,072 9 6	5,018 6 5	10,561 3 2		
Total for 8 weeks ...	28,183	67,047 0 11	6,226 10 4	260,208 20	64,043 8 0	6,570 12 6	12,090 2 10		
COMPARISON.									
Total for corresponding week of previous year ...	2,842	6,907 7 11	633 3 9	13,007 0	4,786 2 1	438 14 7	1,071 18 4		
Per mile of railway corresponding week of previous year ...		30 16 7	2 16 10		21 7 6	1 19 4	4 16 2		
Total to corresponding date of previous year ...	26,872	68,180 14 5	6,240 18 4	130,674 0	44,084 11 9	4,039 5 4	10,289 3 8		

## EASTERN BENGAL RAILWAY.

*Approximate Return of Traffic for week ended 26th August 1871, on 156½ miles open.*

	COACHING TRAFFIC.				MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.			
Total traffic for the week ...	22,003	11,887 0 9	1,089 12 11	163,110 20	50,573 7 5	5,185 18 0	6,275 10 11		
Or per mile of railway ...	147	75 15 4	0 10 3	1,042 0	301 7 10	33 2 0	40 2 0		
For previous 8 weeks of half-year ...	196,686	1,07,152 9 7	9,822 6 5	927,114 35	3,51,910 6 5	32,259 5 0	46,081 11 11		
Total for 9 weeks ...	219,680	1,19,059 10 6	10,911 19 4	1,000,235 21	4,08,402 13 10	37,445 3 0	48,857 2 10		
COMPARISON.									
Total for corresponding week of previous year ...	28,456	11,682 10 2	1,065 8 2	107,713 1	23,644 3 4	2,332 7 0	3,397 15 11		
Per mile of railway corresponding week of previous year ...		30 16 7	2 16 10		21 7 6	20 11 11	30 0 1		
Total to corresponding date of previous year ...	203,238	1,02,343 1 7	9,381 9 1	923,137 36	1,55,000 7 2	14,239 14 3	22,641 3 4		

## CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

*Approximate Return of Traffic for week ended 26th August 1871, on 28 miles open.*

	COACHING TRAFFIC.				MERCHANTISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
	Rs. As. P.	E. s. d.	Mds. Brs.	Rs. As. P.	E. s. d.	E. s. d.			
Total traffic for the week ...	4,226	673 13 9	67 11 7	10,459 0	323 18 3	32 7 8	90 10 8		
Or per mile of railway ...	151	29 2 2	2 8 3	371 24	11 9 0	1 3 1	3 11 4		
For previous 21 weeks of half-year ...	129,650	1,07,941 18 0	9,364 3 10	214,742 20	6,575 9 8	637 11 1	3,021 14 11		
Total for 22 weeks ...	133,877	14,617 11 9	2,451 15 5	220,231 20	6,600 5 6	669 19 9	3,131 14 9		
COMPARISON.									
Total for corresponding week of previous year ...	4,023	705 15 0	70 11 11	7,035 24	334 10 9	23 9 4	94 1 3		
Per mile of railway corresponding week of previous year ...		25 8 5	2 10 5	259 0	8 6 1	0 16 9	3 7 2		
Total to corresponding date of previous year ...	118,970	10,292 4 0	9,029 6 0	210,878 24	7,035 0 6	703 10 1	2,792 14 7		

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

**ORISSA CIRCLE.**

Distance from Cittack to Terminal Lock at Tide Water - 12 Miles.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## ORISSA CIRCLE.

LNGTH OF CANAL OPEN, 26 MILES.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Taldanda Canal during the month of July 1871.  
LENGTH OF CANAL OPEN, 15 MILES; AND FOR IRRIGATION, 6 MILES.*

Number of boats.	Nature of cargo.	LOCAL TRAFFIC.			STORES AND MATERIALS FOR IRRIGATION WORKS.			ABSTRACT.				
		Aproximate value of cargo.	Tons.	Mounds.	Tons.	Rs As. P.	Approximate value of cargo.	Mounds.	Tons.	Ton-mile-age.	Rs.	
6	Paddy	Rs 640	2,000	0	0	Rs 1,018	40,670	0	0	196 8 0	... ...	
	{ Passengers 34 in no. 9	... ...	... ...	0	0	1,186	2,330	0	0	5 13 0	... ...	
8	Carts, 4	... ...	... ...	0	0	802	9,186	0	0	23 14 6	... ...	
	Palaukeen, 1	... ...	... ...	0	0	70	1,078	0	0	2 11 0	... ...	
10	Empty	... ...	... ...	0	0	1,650	7,906	0	0	19 14 9	... ...	
5	Demurrage	... ...	... ...	0	0	6	... ...	0	0	0 8 0	... ...	
	... ...	... ...	... ...	0	0	1	Iron goods for lock	50	39	0 1 0	... ...	
	... ...	... ...	... ...	0	0	1	Empty	... ...	78	0 8 0	... ...	
	... ...	... ...	... ...	0	0	3	Ditto	... ...	35,969	86 2 9	... ...	
	... ...	... ...	... ...	0	0	96	... ...	... ...	... ...	... ...	... ...	
20		Rs 640	9,236	1154	615	14 11 7	106	2,776	105,593	3,7714	80,1634	264 7 0
												295
												4,116
												8,887
												28,777
												272 1 7

The tonnage shown in this abstract  
is the boats and not of the  
cargo.

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## ORISSA CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of July 1871.*

LENGTH OF CANAL OPEN, 15 MILES.

Number of boats or rafts.	Nature of cargo.	Appr. value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	ABSTRACT.			REMARKS.
			Maunds.	Tons.						Tonnage.	Ton mileage.	Tollage.	
5	Rubble stone	Rs. 800	1,887	...	...	8 7 6	10	Irrgn. works.	800 0 0	73	370	6 3 0	Rs. As. P.
5	Empty	...	608	...	...	1 11 8	...	...	.....	...	...	...	...
10		800	2,080	73	370	6 3 0	10		800 0 0	73	370	6 3 0	

## IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

## SOUTH-WESTERN CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871.*

LENGTH OF CANAL OPEN, 24 MILES.

Number of boats.	Nature of cargo.	Appr. value of cargo.	LOCAL TRAFFIC.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	ABSTRACT.			REMARKS.
			Maunds.	Tons.						Tonnage.	Ton mileage.	Tollage.	
43	Coal	Rs. 4,141	18,700	...	...	83 14 0	1983	Local ...	5,96,116	9,750	81,668	1,303 3 0	Re. As. P.
15	Cotton	23,553	8,000	...	...	14 1 6	...	...	...	...	...	...	...
8	Firewood	143	1,250	...	...	6 2 6	...	...	...	...	...	...	...
61	Grain	13,291	12,775	...	...	60 7 0	0	...	...	...	...	...	...
20	Hides and horns	11,315	8,000	...	...	15 14 0	0	...	...	...	...	...	...
67	Jaggery & sugar	26,752	18,440	...	...	70 6 6	0	...	...	...	...	...	...
47	Metal	1,80,000	14,600	...	...	54 13 6	0	...	...	...	...	...	...
213	Miscellaneous	12,081	28,025	...	...	117 9 3	0	...	...	...	...	...	...
72	Oil and oil-seeds	86,402	20,100	...	...	81 0 0	0	...	...	...	...	...	...
31	Paddy and rice	2,064	5,550	...	...	91 1 0	0	...	...	...	...	...	...
92	Piece goods	93,304	17,100	...	...	78 7 0	0	...	...	...	...	...	...
69	Garden produce	6,442	12,775	...	...	49 7 0	0	...	...	...	...	...	...
26	Pottery	652	6,375	...	...	23 7 0	0	...	...	...	...	...	...
43	Salt	84,293	16,875	...	...	72 9 6	0	...	...	...	...	...	...
23	Silk and indigo	1,07,250	4,000	...	...	18 14 6	0	...	...	...	...	...	...
1	Jute	300	325	...	...	1 3 6	0	...	...	...	...	...	...
2	Straw	62	675	...	...	8 0 6	0	...	...	...	...	...	...
33	Tobacco	33,908	10,675	...	...	60 7 0	0	...	...	...	...	...	...
13	Tiles	120	2,176	...	...	6 2 6	0	...	...	...	...	...	...
1	Ghooting	58	625	...	...	2 10 0	0	...	...	...	...	...	...
1	Rafts of timber	90	Logs 2	...	...	0 4 0	0	...	...	...	...	...	...
407	Empty	...	76,375	...	...	808 8 9	0	...	...	...	...	...	...
703	Passengers	...	No. 8,415	...	...	80 15 3	0	...	...	...	...	...	...
...	Miscellaneous revenue.	...	...	...	...	85 14 3	0	...	...	...	...	...	...
1983		6,96,116	2,73,175	0,750	81,668	1,303 3 0	1983		5,96,116	9,750	81,668	1,303 3 0	

The tonnage shown above is that of the boats and not of the cargo.

Canal Range I, Odeobheria Lock, opened from 2nd July 1871.  
Bansberia ditto, 4th July 1871.  
Canal Range III opened from 1st July 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

*Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of July 1871.  
Length of CANAL OPEN, 26 Miles.*

LOCAL TRAFFIC.		STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.													
Number of boats.	Nature of cargo.	Appri- mate value of cargo.	Ton nage.	Mands.	Tons.	Tollage.	Ton nage.	Mands.	Tons.	Appri- mate value of cargo.	Ton nage.	Mands.	Tons.	Number of boats.	Nature of traffic.	Value of traffic.	Ton nage.	Ton nage.	Tollage.	Rs. As. P.	
25	Paddy	31,837	64,306	...	...	...	660	1	2	3	676	...	...	6	7	6	975	10	6	6	
38	Rice	7,739	10,690	...	...	...	59	0	0	2	475	...	...	...	15	0	...	1,64,072	1,639	8	8
7	Jaggery	1,030	776	...	...	...	4	0	0	6	...	...	...	...	...	...	...	...	...	...	
1	Sand	35	876	...	...	...	4	3	6	...	...	...	...	...	...	...	...	...	...	...	
7	Vegetables	40	245	...	...	...	1	1	0	...	...	...	...	...	...	...	...	...	...	...	
10	Straw	90	9,300	...	...	...	11	8	0	...	...	...	...	...	...	...	...	...	...	...	
...	Bamboo, No. 226	18	...	...	...	...	1	4	8	...	...	...	...	...	...	...	...	...	...	...	
20	Passenger, No. 113	...	1,235	...	...	...	16	4	0	...	...	...	...	...	...	...	...	...	...	...	
416	Empty	...	41,360	...	...	...	887	14	0	...	...	...	...	...	...	...	...	...	...	...	
1	Skin	600	75	...	...	...	0	7	0	...	...	...	...	...	...	...	...	...	...	...	
24	Bead	591	1,310	...	...	...	14,10	8	...	...	...	...	...	...	...	...	...	...	...	...	
...	Crops, 64 punds	6	29,050	...	...	...	0	18	0	...	...	...	...	...	...	...	...	...	...	...	
67	Salt	49,276	22,050	...	...	...	245	3	0	...	...	...	...	...	...	...	...	...	...	...	
13	Pottery	144	1,675	...	...	...	8	13	9	...	...	...	...	...	...	...	...	...	...	...	
14	Fishes	76	565	...	...	...	3	5	0	...	...	...	...	...	...	...	...	...	...	...	
2	Oil	86	50	...	...	...	0	9	0	...	...	...	...	...	...	...	...	...	...	...	
9	Timber, No. 6	60	210	...	...	...	2	4	9	...	...	...	...	...	...	...	...	...	...	...	
1	Beet-nut	6	30	...	...	...	0	3	0	...	...	...	...	...	...	...	...	...	...	...	
1	Mustard	50	40	...	...	...	0	3	8	...	...	...	...	...	...	...	...	...	...	...	
3	Sugar-candy	8,000	895	...	...	...	4	2	0	...	...	...	...	...	...	...	...	...	...	...	
6	Potatoes	626	626	...	...	...	3	7	0	...	...	...	...	...	...	...	...	...	...	...	
14	Mats	6,260	2,865	...	...	...	14,15	0	...	...	...	...	...	...	...	...	...	...	...	...	
3	Firewood	160	1,025	...	...	...	5	2	0	...	...	...	...	...	...	...	...	...	...	...	
2	Shooting lime	1,218	700	...	...	...	4	4	6	...	...	...	...	...	...	...	...	...	...	...	
1	Corn	610	651	...	...	...	2	12	0	...	...	...	...	...	...	...	...	...	...	...	
-	Tea-coo	21,305	15,745	...	...	...	170	8	2	...	...	...	...	...	...	...	...	...	...	...	
1	Clothes	600	70	...	...	...	0	5	0	...	...	...	...	...	...	...	...	...	...	...	
1	Spices	800	300	...	...	...	1	8	0	...	...	...	...	...	...	...	...	...	...	...	
1	Sugar	200	80	...	...	...	1	8	0	...	...	...	...	...	...	...	...	...	...	...	
8	Iron	1,140	1,550	...	...	...	16	3	0	...	...	...	...	...	...	...	...	...	...	...	
9	Cotton	1,800	700	...	...	...	3	8	0	...	...	...	...	...	...	...	...	...	...	...	
9	Thread	4,500	1,076	...	...	...	6	6	0	...	...	...	...	...	...	...	...	...	...	...	
8	Oil-cake	10	50	...	...	...	0	4	0	...	...	...	...	...	...	...	...	...	...	...	
1	Jack	30	100	...	...	...	0	8	0	...	...	...	...	...	...	...	...	...	...	...	



No. 38

of 1871



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 20, 1871.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.*

### CONTENTS.

	Page.		Page.
Report on the state of the Salt Market for the 1st Quarter of 1871-72	627	Meteorological Telegraphic Report for the period 10th to 16th September 1871	635
Statement showing Rainfall, Weather, State, and Prospects of the Crop in the different districts of the Lower Provinces of Bengal for the week ending 16th September 1871	631	Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th September 1871	636
Weekly Report of Rainfall compiled at the Meteorological Reporter's Office	633	Irrigation Operations of Lower Bengal up to 31st of July 1871	637
		Weekly Return of traffic receipts on Indian Railways	638

### Report on the State of the Salt Market for the 1st Quarter of 1871-72.

From F. B. PEACOCK, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—  
(No. 378C., dated the 1st September 1871.)

I AM directed by the Member in charge to submit the following report on the state of the salt market for the 1st quarter of 1871-72, comprising the months of April, May, and June last.

2. The quantity of Government salt sold at the Presidency under wholesale rowannahs, amounted to 5,110 maunds, as shown in the margin, giving a monthly average of mds. 1,703 against 962 maunds in the preceding quarter. The whole of this quantity represents the clearances from the Hidgelee stocks.

April	... 1,985	Mds.
May	... 1,846	
June	... 1,280	
Total	5,110	

3. The sales of Government salt at Pooree amounted to 800 maunds only against 2,132 maunds in the preceding quarter, and 8,300 maunds in the corresponding quarter of 1870-71. The falling off in the clearances during the quarter under review is attributable to the second of the two causes ascribed in paragraph 3 of the report for the previous quarter, for the decline in that quarter.

4. The quantities of excise salt sold in Cuttack, Balasore and Pooree, and the 24-Pergunnahs from the stocks of the different seasons, and the quantities which remained in store at the close of the quarter, are shown in the following statement:—

	CUTTACK.		BALASORE.				POOREE.		24-PERGUNNAHS.	
	MANUFACTURE OF		MANUFACTURE OF				MANUFACTURE OF		MANUFACTURE OF	
	1869-70.	1870-71.	1867-68.	1868-69.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.
Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.
Balance at close of last quarter ...	30,731 32	29,373 10	820 10	8,300 21	79,723 16 <sup>b</sup>	88,620 30	2,49,715 3	.....	3,403 0	10,739 10
Manufactured during the quarter .....	21,742 10	.....	.....	10* 0	53,006 30	.....	30,490 30	.....	8,285 30	.....
Total ...	39,731 32	44,115 20	820 10	8,300 21	79,723 16 <sup>b</sup>	1,41,627 30	2,49,715 3	30,480 30	3,403 0	14,025 0
DEDUCT—										
Quantity sold during the quarter .....	8,245 0	.....	.....	2,360 0	21,365 35	2,558 0	53,132 0	.....	2,000 0	.....
Wastage .....	.....	.....	820 10	.....	.....	18 4	.....	.....	.....	.....
Total ...	8,245 0	.....	820 10	2,360 0	21,365 35	2,576 4	53,132 0	.....	2,000 0	.....
Balance at close of quarter ...	31,486 32	44,115 20	.....	5,940 21	58,367 21 <sup>b</sup>	1,39,051 16	1,96,593 3	30,480 30	1,403 0	14,025 0

\* It will be observed from the above that the total clearances of excise salt during the quarter amounted to 89,661 maunds against 71,123 maunds in the previous quarter, and 39,037 maunds in the corresponding quarter of 1870-71. The clearances in Pooree still continue to increase. The sales having been 53,132, as shown in the foregoing table, against 35,977 in the preceding quarter.

5. The subjoined statement shews comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years:—

DESCRIPTION OF SALT.	1ST QUARTER OF 1869-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah ...	14,53,220	10,06,100	6,98,835	9,74,733	20,33,020	19,34,924
Foreign Kurkutch ...	1,18,400	91,103	63,716	60,885	40,186	28,157
Indian Ditto ...	5,84,518	2,15,899	3,44,706	2,26,669	1,03,160	1,05,977
Ceylon Ditto ...	.....	6,166	.....	5,710	.....	4,510
Total ...	21,58,228	18,18,868	11,07,257	12,67,697	22,30,305	14,63,508

6. The following are the details of the Indian Kurkutch salt shown above:—

FROM WHENCE IMPORTED.	1ST QUARTER OF 1869-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Kurrachee ...	27,630	.....	43,556	950	.....	38,800
Bombay ...	4,33,600	1,68,163	1,65,630	1,62,211	53,370	1,91,124
Madras ...	65,638	56,786	10,020	66,258	37,500	36,853
Emmora ...	33,993	1,100	.....	6,250	.....	.....
Covelong ...	27,810	.....	1,10,500	.....	72,980	.....
Kakapally ...	5,010	.....	.....	.....	.....	.....
Total ...	5,84,518	2,15,999	3,44,706	2,26,669	1,03,160	1,06,977

\* Excess found on clearance of storage.

SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 20, 1871. 629

7. The following table shows the total quantity of sea-imported salt remaining in the warehouses at the close of the quarter as compared with the previous three quarters :—

WHERE STORED.	2nd quarter of 1870-71.	3rd quarter of 1870-71.	4th quarter of 1870-71.	1st quarter of 1871-72.
	Mds.	Mds.	Mds.	Mds.
Sulta Government goliabs	15,54,290	20,67,741	17,60,769	21,60,231
Ditto private goliabs	48,400	48,400	24,223	21,017
Ghazorey goliabs	1,42,611	1,37,811	1,30,286	1,25,287
Seebpore ditto	74,282	69,232	57,776	58,073
Calcutta ditto	2,261	1,150	1,150	1,150
Chittagong Government goliabs	2,39,739	2,14,496	1,75,081	1,22,832
Total	90,61,573	95,38,880	81,48,587	85,17,410

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways *via* the several salt-pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review, and the corresponding quarter of the two preceding years :—

Period.	<i>Via</i> Ballikhal.	<i>Via</i> Sankrail.	<i>Via</i> Gewa- khalee.	<i>Via</i> Kidder- poro.	<i>Via</i> Bellia- ghatta.	By the East Indian Railway.	By the East- ern Bengal Railway.	By the Cal- cutta and S. E. Railway.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
First quarter of 1869-70 ...	2,38,487	1,12,078	99,240	75,107	8,51,536	3,02,288	12,404	111
Ditto 1870-71 ...	2,54,149	1,09,823	95,336	80,406	3,49,394	2,99,867	12,408	17
Ditto 1871-72 ...	4,04,689	1,33,491	1,22,250	78,306	4,64,634	2,95,995	14,283	34

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar in the quarter under review amounted to 7,780 maunds against 3,950-10 maunds in the preceding quarter, and 4,942 maunds in the corresponding quarter of 1870-71.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

	Tons.		
	April	May	June
April	...	...	23,292
May	...	...	14,448
June	...	...	18,917

No shipments were reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shown in the following statement :—

DESCRIPTION OF SALT.	Prices on 15th April.		Prices on 30th April.		Prices on 15th May.		Prices on 31st May.		Prices on 15th June.		Prices on 30th June.	
	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Liverpool Pungah	59	54	78	61	70	60	77	55	78	54	74	65
French Kurkutch	66	57	66	58	66	58	65	60	66	60	65	60
Jeddah ditto	65	84	85	88	85	83	85	84	87	83	90	83
Ceylon ditto	52	48	52	55	52	55	52	55	52	55	52	55
Scinde ditto	50	35	50	34	48	36	45	35	45	35	45	35
Bombay ditto	34	38	31	38	31	43	31	43	39	43	39	42
Madras ditto	46	49	44	47	49	48	50	47	49	47	49	46

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presidency on the first day of each of the three months constituting the present quarter, and the corresponding quarters of 1868-69 and 1869-70:—

	Month.	1868-69.	1869-70.	1870-71.
April	...	8,63,370	7,80,630	6,49,117
May	...	8,24,097	7,80,630	6,41,456
June	...	7,89,975	7,80,630	6,24,142

12. The following statement shows the quantities of sea-imported salt admitted into bond and cleared from bond and ship-board at Chittagong, during the quarter under review, and the corresponding quarter of 1870-71. No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports:—

DESCRIPTION OF SALT.	ADMITTED INTO BOND.		CLEARANCES.	
	1870-71.	1871-72.	1870-71.	1871-72.
Liverpool Pungah	...	50,812	.....	54,358
Madras Kurkutch	...	.....	.....	8,827
Bremen Pungah	...	.....	.....	2,612
Foreign Kurkutch	...	12,144	.....	4,948
Total	...	62,956	.....	58,325
				51,424

13. With reference to the delay of two months after the close of the quarter for which it is drawn, in the submission of this report, I am to explain that it has hitherto been the practice, before accepting the figures furnished by district officers representing the clearances of both Government and private salt, to verify them with those furnished by the Accountant-General in a statement showing the realizations from such clearances. This statement the Accountant-General is unable to submit before the second month after the close of that for which it is prepared, and the compilation of the Board's report is therefore delayed. It appears, however, to Mr. Money that any such verification as above mentioned, of the district figures, is unnecessary, seeing that the discrepancies which occur are of slight consequence. The Board's salt quarterly reports will accordingly be drawn up in future, immediately on receipt of the district returns.

*Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 16th September 1871.*

Number.	District.	Date of return from each district.	Rainfall at Sunder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhangulpore	... Sept. 15th	2·3	Rainy and favorable.	Very good, except where destroyed by floods, where several persons are in distress : the river risen again 5 or 6 inches.	
2	Monghyr	... " 16th	*	Seasonable	Considerable portion of the crops destroyed by floods. River falling.	No information.
3	Purneah	... " 2nd	3·3	Rain and sun	Good where inundation has not extended.	
4	Rajmehal	... " 16th	.....	Very rainy	No change in rice crops. Hill Jenera affected by excessive rain.	
5	Deoghar	... " 16th	2·9	Unfavorable	Cold weather crops being damaged by excessive rain. Rice as before.	
6	Nya Doomka	... " 16th	4·0	Rainy and very moist.	High land rice good ; low land injured by excessive rain.	
7	Godda	... " 16th	†	Favorable and healthy.	Rice very good.	
8	Pakour.					
9	Jamtara	... " 15th	2·2	Very rainy	Good ; low land rice suffering from too much rain.	
10	Patna	... " 16th	1·7	Rainy and cloudy	Generally good ; but in some places considerably damaged by floods.	
11	Gya					
12	Chumparun.	... " 16th	1·5	Seasonable	Rice promising.	
13	Sarun.					
14	Shahabad	... " 16th	2·4	Rainy	Rice promises well.	
15	Tirhoot	... " 16th	4·8	Rainy and cloudy	All sorts of crops have suffered either from inundations or excessive rainfall.	
16	Rajshahye	... " 14th	2·3	Rainy	Low land Ous more than half destroyed. Amun safe yet.	
17	Bogra.					
18	Dinagepore	... " 16th	5·5	Rain, thunder, and lightning.	Favorable.	
19	Maldah	... " 15th	3·6	Rainy	In some places $\frac{1}{3}$ ths of the Bhadoi and $\frac{1}{2}$ of Amun have been destroyed by inundation ; the rest fair.	Waters subsiding and fever prevailing.
20	Moorshedabad	... " 16th	3·8	Very rainy	Same as last week ; but the heavy showers may injure the Amun crops.	The river is going down slowly but steadily.
21	Pubna	... " 16th	7·4	Seasonable	Ous and Amun much damaged by floods, but what has escaped is very promising.	
22	Rungpore.					
23	Burdwan	... " 16th	3·0	Rainy and cloudy	Both Ous and Amun damaged ; sugar-cane not good.	
24	Bancoorah	... " 16th	6·0	Hot and rainy	Ous and Amun slightly injured by rain.	
25	Beerbhoom	... " 16th	5·8	Constant heavy rain.	Crops suffering from want of sun and excess of rain.	
26	Hooghly	... " 16th	2·1	Fair and rainy	Ous good and nearly reaped. Amun in many places injured by floods.	
27	Howrah	... " 16th	7·1	Favorable	Floods have caused very considerable damage to the crops.	
28	Midnapore	... " 16th	2·2	Rainy	Good.	
29	Nuddea	... " 16th	2·2	Rainy	Crops much damaged by floods : water gradually going down.	
30	Jessore	... " 15th	2·1	Cool and cloudy	Much brighter ; waters subsiding. Much of the Amun escaped destruction by the water being timely drained off.	